



**MARICOPA
ASSOCIATION of
GOVERNMENTS**

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August 29, 2006

TO: Members of the MAG Management Committee

FROM: Ed Beasley, Glendale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, September 6, 2006 - noon to 1:00 p.m. (Meeting will begin promptly at noon)
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

The next Management Committee meeting will be held at the MAG offices at the time and place noted above. Members of the Management Committee may attend the meeting either in person, by videoconference or by telephone conference call. The agenda and summaries are being transmitted to the members of the Regional Council to foster increased dialogue regarding the agenda items between members of the Management Committee and Regional Council. You are encouraged to review the supporting information enclosed. Lunch will be provided at a nominal cost.

Please park in the garage under the building, bring your ticket, parking will be validated. For those using transit, Valley Metro/RPTA will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

Members are reminded of the importance of attendance by yourself or a proxy. Any time that a quorum is not present, we cannot conduct the meeting. Please set aside sufficient time for the meeting, and for all matters to be reviewed and acted upon by the Management Committee. Your presence and vote count.

A Voluntary Association of Local Governments in Maricopa County

City of Apache Junction ▲ City of Avondale ▲ Town of Buckeye ▲ Town of Carefree ▲ Town of Cave Creek ▲ City of Chandler ▲ City of El Mirage ▲ Fort McDowell Yavapai Nation ▲ Town of Fountain Hills ▲ Town of Gila Bend
Gila River Indian Community ▲ Town of Gilbert ▲ City of Glendale ▲ City of Goodyear ▲ Town of Guadalupe ▲ City of Litchfield Park ▲ Maricopa County ▲ City of Mesa ▲ Town of Paradise Valley ▲ City of Peoria ▲ City of Phoenix
Town of Queen Creek ▲ Salt River Pima-Maricopa Indian Community ▲ City of Scottsdale ▲ City of Surprise ▲ City of Tempe ▲ City of Tolleson ▲ Town of Wickenburg ▲ Town of Youngtown ▲ Arizona Department of Transportation

**MAG MANAGEMENT COMMITTEE
TENTATIVE AGENDA
September 6, 2006**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity is provided to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Management Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

4. Approval of Consent Agenda

Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*).

3. Information.

4. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

*4A. Approval of July 12, 2006 Meeting Minutes

*4B. ADOT Red Letter Process

In June 1996, the MAG Regional Council approved the ADOT Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from January 1,

4A. Review and approve the July 12, 2006 meeting minutes.

4B. Information and discussion.

2006, to June 30, 2006. Upon request any of the notices can be removed from the consent agenda and returned for action at a future meeting. Please refer to the enclosed material.

***4C. Proposed Amendment to the FY 2007-2011 Transportation Improvement Program (TIP) for Highway and Transit Projects**

The FY 2007-2011 Transportation Improvement Program (TIP) was approved by the MAG Regional Council on July 26, 2006. Since that time, one project has been identified that needs to be added to the TIP, three projects need to be deferred, and several projects need to have the funds adjusted. An Amendment is required to add the new project and an Administrative Adjustment is needed to list the deferrals and the funding changes. All of the proposed changes may be categorized as exempt projects or minor project revisions for which an air quality conformity analysis is not required. Consultation on the conformity assessment for the proposed changes is considered under a separate agenda item. The Transportation Review Committee recommended approval of the proposed amendment. Please refer to the enclosed material.

***4D. Proposed Adjustment to the FY 2007-2011 MAG Transportation Improvement Program and Amendment to the FY 2007 Unified Planning Work Program and Annual Budget**

On June 28, 2006, the MAG Regional Council approved the closeout of the FFY 2006, which included allocating additional funds for an Avondale pedestrian design project. On July 26, 2006, the Regional Council approved the FY 2007-2011 MAG Transportation Improvement Program (TIP) which authorized the Avondale project. In order for the project to proceed, the project agency must be adjusted in the TIP changing it from an Avondale project to a MAG project, and the project must be amended into the FY 2007 Unified Planning Work Program and Annual Budget. When the FY 2007 Work Program was approved, it contained a Pave Dirt Road project. The Pave Dirt Road project was duplicated in the

4C. Recommend approval of an Amendment and/or Administrative Adjustment to the FY 2007-2011 MAG Transportation Improvement Program to add one new Phoenix safety project, deferring and combining three Tempe multi-use path projects and adding several new transit projects, plus making several changes to existing transit projects and arterial life cycle program projects as shown in the attached tables.

4D. Recommend approval of an Amendment to the FY 2007 Unified Planning Work Program and Annual Budget to add the Avondale pedestrian design assistance project, to remove the Pave Dirt Road project item from the FY 2007 Unified Planning Work Program and Annual Budget, and to approve an Administrative Adjustment to the FY 2007-2011 MAG Transportation Improvement Program to remove the MAG listed Pave Dirt Road project.

2007-2011 TIP as one MAG project and as three jurisdictional projects for Cave Creek, Chandler and Fort McDowell Yavapai Nation. It is proposed to remove the MAG Pave Dirt Road project from the TIP and to amend the FY 2007 Work Program to remove the Pave Dirt Road project. Please refer to the enclosed material.

*4E. Amendment of Valley Metro Rail Contract

The FY 2007 MAG Unified Planning Work Program and Annual Budget, approved by the Regional Council in May 2006, includes a work element to study the 58-mile light rail system configuration and how it will operate. Valley Metro Rail is responsible for this task. The MAG Travel Demand Model will be used to update the demand projections. A peer review of the model is being conducted in October 2006. Valley Metro Rail is requesting that the consultant who developed substantial parts of the model be involved in the peer review. This consultant would provide advice to Valley Metro Rail and MAG for any model refinements that may be recommended through the peer review process. It is proposed that the Valley Metro Rail contract be increased by \$15,000 to provide funding for the model consultant from PB Consult to participate in the peer review process. Please refer to the enclosed material.

*4F. Arterial Life Cycle Program (ALCP) – Status Report

Each quarter, MAG staff will provide member agencies with an update on projects in the Arterial Life Cycle Program (ALCP). This is the second Status Report (covering the period from April to June of 2006) for the ALCP. The Status Report includes an update on ALCP Project work, the FY 2007 ALCP schedule, an ALCP revenue/financial section, and information on the Arterial Intelligent Transportation System (ITS) Program. Please refer to the enclosed material.

4E. Recommend amending the Valley Metro Rail contract to increase the budget by \$15,000 to have the MAG Travel Demand Model consultant from PB Consult participate in the peer review process.

4F. Information and discussion.

*4G. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment to the FY 2007-2011 MAG Transportation Improvement Program. The proposed amendment includes a new City of Phoenix safety improvement project located on Hatcher Road between 19th Avenue and Cave Creek Road in FY 2007. In addition, the amendment includes a new City of Tempe Western Canal multi-use path project in FY 2007. The amendment includes projects exempt from conformity determinations and minor project revisions that do not require a conformity determination. Comments on the conformity assessment are requested by September 22, 2006. Please refer to the enclosed material.

*4H. Consultant Selection for the MAG Air Quality Technical Assistance On-Call Services Request for Qualifications

The FY 2007 MAG Unified Planning Work Program and Annual Budget includes potential consultant assistance for air quality planning and modeling activities. Consultant services may be needed to assist MAG in the preparation of the Five Percent Plan for PM-10 and Eight-Hour Ozone Plan due to the Environmental Protection Agency in 2007. A request for qualifications was advertised on July 2, 2006 for technical assistance including air quality modeling and the development of regional air quality plans. Twelve proposals were received by the August 1, 2006 deadline. On August 10, 2006, the consensus of the multi-jurisdictional evaluation team was to recommend to MAG that the following firms be qualified for the Air Quality Technical Assistance On-Call Services: E.H. Pechan and Associates be qualified in Air Quality Modeling; ENVIRON be qualified in Analysis of Control Measures, Air Quality Modeling, Implementation of Control Measures, Statistical Analysis of Data, Remote Sensing, Air Quality Plan Preparation, CMAQ Evaluation Methods, and Transportation Conformity; Sierra Research be qualified in Analysis of Control Measures, Air Quality Modeling, Implementation

4G. Consultation.

4H. Recommend approval of the following firms for the Air Quality Technical Assistance On-Call Services for an amount not to exceed \$250,000: E.H. Pechan and Associates be qualified in Air Quality Modeling; ENVIRON be qualified in Analysis of Control Measures, Air Quality Modeling, Implementation of Control Measures, Statistical Analysis of Data, Remote Sensing, Air Quality Plan Preparation, CMAQ Evaluation Methods, and Transportation Conformity; Sierra Research be qualified in Analysis of Control Measures, Air Quality Modeling, Implementation of Control Measures, Surveys and Emissions Inventories, Statistical Analysis of Data, Air Quality Plan Preparation, CMAQ Evaluation Methods, and Transportation Conformity; and that Technical & Business Systems be qualified in Analysis of Control Measures, Air Quality Modeling, Air Quality Monitoring and Meteorology, Statistical Analysis of Data, Remote Sensing, and Air Quality Plan Preparation.

of Control Measures, Surveys and Emissions Inventories, Statistical Analysis of Data, Air Quality Plan Preparation, CMAQ Evaluation Methods, and Transportation Conformity; and that Technical & Business Systems be qualified in Analysis of Control Measures, Air Quality Modeling, Air Quality Monitoring and Meteorology, Statistical Analysis of Data, Remote Sensing, and Air Quality Plan Preparation. Please refer to the enclosed material.

*4I. Recommendations to the Arizona Department of Transportation for the FTA Elderly and Persons with Disabilities Transportation Program's Auxiliary Applications

In August 2006, the Arizona Department of Transportation notified MAG that additional accessible vans were available to agencies transporting elderly and persons with disabilities. These are in addition to the initial award approved by the MAG Regional Council in April 2006. MAG will accept applications for the vans until September 1, 2006. On September 5, 2006, the MAG FTA Elderly and Persons with Disabilities Transportation Ad Hoc Committee will rank the auxiliary applications for the Federal Transit Administration (FTA) Section 5310 funding. The rankings for the applications will be available at the meeting. Please refer to the enclosed material.

*4J. Request to Support Maintaining Social Service Block Grant Funding

In June 2006, the MAG Regional Council approved revised allocation recommendations for locally planned Social Services Block (SSBG) Grant dollars. This was done in response to a request from the Arizona Department of Economic Security to submit a plan that reflected a 19.722 percent cut being proposed at the federal level. The MAG Human Services Technical Committee and the MAG Human Services Coordinating Committee recommended that Congress be requested to maintain SSBG funding at least at the 2006 level. Please refer to the enclosed material.

4I. Recommend forwarding the priority listing of applicants for FTA Elderly and Persons with Disabilities Transportation Program to the Arizona Department of Transportation.

4J. Recommend approval to request Congress to not support the 19.722 percent proposed cut to the Social Services Block Grant and to maintain the current funding level.

*4K. Proposed Amendment to the FY 2007 Unified Planning Work Program and Annual Budget for the I-8/I-10 Hidden Valley Roadway Framework Study

The Interstates 8 and 10 Hidden Valley Roadway Framework Study will assess the future demands for Interstates 8 and 10 in the western areas of Maricopa and Pinal Counties. An amendment to the FY 2007 MAG Unified Planning Work Program and Annual Budget is needed to increase the study budget by \$570,000, with the following agencies contributing to the study: Arizona Department of Transportation, \$100,000; Maricopa County Department of Transportation, \$200,000; Pinal County Public Works Department, \$150,000; Town of Buckeye, \$40,000; City of Goodyear, \$40,000; City of Maricopa, \$40,000. The increase will not require additional funds from MAG, and will be paid by the financial participation of the project partners identified above. Please refer to the enclosed material.

4K. Recommend approval of an amendment to the FY 2007 MAG Unified Planning Work Program and Annual Budget to increase the I-8/I-10 Hidden Valley Roadway Framework Study by \$570,000, with the following agencies contributing to the study: Arizona Department of Transportation, \$100,000; Maricopa County Department of Transportation, \$200,000; Pinal County Public Works Department, \$150,000; Town of Buckeye, \$40,000; City of Goodyear, \$40,000; City of Maricopa, \$40,000.

ITEMS PROPOSED TO BE HEARD

5. 2006 Annual Report on Status of the Implementation of Proposition 400

A.R.S. 28-6354 requires that MAG issue an annual report on the status of projects funded by the half-cent sales tax authorized by Proposition 400. The 2006 Annual Report is the second report in this series. Staff will brief the Committee on the findings of the 2006 report, including the status of the Life Cycle Programs for Freeways/Highways, Arterial Streets, and Transit. Please refer to the enclosed material.

5. Information and discussion.

6. Particulate Pollution Update

In 2006, the MAG region has continued to experience exceedences of the twenty-four hour PM-10 standard. The Maricopa County Air Quality Department has been closely tracking the monitoring data and promptly dispatching enforcement teams if monitors begin to show elevated readings. An update will be given on the PM-10 monitoring data, observations made by the

6. Information and discussion.

County, and enforcement actions. Three years of clean data at the monitors are needed to attain the PM-10 standard. Efforts by the public and private sectors will be needed to address this issue.

7. Comments from the Committee

An opportunity will be provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

7. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
July 12, 2006
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Horatio Skeete for Ed Beasley, Glendale,
Chair
Jan Dolan, Scottsdale, Vice Chair
Janine Solley for George Hoffman, Apache
Junction
Charlie McClendon, Avondale
Steve Borst for Carroll Reynolds, Buckeye
* Jon Pearson, Carefree
* Usama Abujbarah, Cave Creek
Pat McDermott, Chandler
Mark Fooks for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Orlando Moreno, Fort
McDowell Yavapai Nation
Tim Pickering, Fountain Hills
* Lynn Farmer, Gila Bend
Joseph Manuel, Gila River Indian
Community
George Pettit, Gilbert
Stephen Cleveland, Goodyear

Mark Johnson, Guadalupe
* Darryl Crossman, Litchfield Park
Jim Huling for Christopher Brady, Mesa
* Tom Martinsen, Paradise Valley
* Terry Ellis, Peoria
Frank Fairbanks, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Jim Rumpeltes, Surprise
Amber Wakeman for Will Manley, Tempe
* Reyes Medrano, Tolleson
Shane Dille, Wickenburg
Vince Micallef, Youngtown
Sam Elters for Victor Mendez, ADOT
Mike Ellegood for David Smith,
Maricopa County
David Boggs, Valley Metro/RPTA

- * Those members neither present nor represented by proxy.
- # Participated by telephone conference call.
- + Participated by videoconference call.

1. Call to Order

The meeting was called to order by Vice Chair Jan Dolan at 12:08 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Vice Chair Dolan announced that Tim Pickering, Fountain Hills, and Janine Solley, Apache Junction, were attending the meeting via teleconference.

Vice Chair Dolan stated that transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting. Parking validation was available from MAG staff for those who parked in the parking garage.

Vice Chair Dolan noted materials at each place: For agenda item #4D, Errata Sheet 07-8; for agenda item #4H, copies of public comment letters received; and for agenda item #6, two maps that were produced to assist with heat relief planning efforts.

3. Call to the Audience

Vice Chair Dolan stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Vice Chair Dolan noted that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit and there is a timer to help the public with their presentations. Vice Chair Dolan stated that for members of the audience who wish to speak, comment cards were available from the staff.

Vice Chair Dolan recognized public comment from Joe Ryan of Sun City West, who said that 50 years ago, people moved to the Valley because the air here helped their breathing problems. Now the air quality here is bad due to traffic congestion. Mr. Ryan spoke about MAG being designated by the Governor as the planning agency for Maricopa County and is responsible for what we have. Mr. Ryan stated that traffic has worsened over the past 13 years, especially at intersections. He said he has been told that MAG does not give enough money toward intersection improvements. Mr. Ryan stated that he has come before the Committee with suggestions that have never been put on the agenda. He commented that CTOC does not carry forward suggestions to MAG so that they can be agendaized. Mr. Ryan stated that his comments for the Consent Agenda items were highly technical and he wanted to comment on them. Mr. Ryan asked Vice Chair Dolan how she would like to handle this. Vice Chair Dolan replied that Mr. Ryan could speak at the opportunity for public comment provided for the Consent Agenda.

5. FY 2006 MAG Final Phase Public Input Opportunity

This agenda item was taken out of order.

Jason Stephens, MAG Public Involvement Planner, provided a report on the Final Phase input opportunity, which gives members of the public a final opportunity to provide comment on MAG transportation plans and programs. Mr. Stephens stated that MAG conducts a four-phase process that includes Early Phase, Mid-Phase, Final Phase and Continuous Involvement. He stated that as part of this Final Phase input opportunity, MAG co-sponsored several public input opportunities in May and June 2006 with the Arizona Department of Transportation, Valley Metro and Valley Metro Rail. Mr. Stephens stated that a Final Phase Transportation Open House and Public Hearing was held June 15, 2006 to provide information and receive comment on the Draft FY 2007-2011 Transportation Improvement Program (TIP), the Regional Transportation Plan - 2006 Update and Draft 2006 MAG Conformity Analysis. Mr. Stephens reviewed some

of the questions and comments received during these input opportunities. He added that staff responses to the questions and comments are included in the FY 2006 Final Phase Input Opportunity Report. Vice Chair Dolan thanked Mr. Stephens for his report. No comments from the Committee were noted.

Mr. Ellegood moved to recommend acceptance of the Draft FY 2006 MAG Final Phase Public Input Opportunity Report. Mr. Pettit seconded, and the motion carried unanimously.

4. Approval of Consent Agenda

Vice Chair Dolan stated that public comment would be heard before action was taken on the consent items. Each speaker is provided with a total of three minutes to comment on the consent agenda. After hearing public comments, any member of the Committee can request that an item be removed from the consent agenda and considered individually. Vice Chair Dolan stated that agenda items #4A, #4B, #4C, #4D, #4E, #4F, #4G, #4H, #4I, #4J, and #4K were on the consent agenda. There were no requests to hear an item individually.

Vice Chair Dolan recognized public comment from Bryan O'Reilly from Sierra Negra Ranch on agenda item #4H, the Draft MAG 208 Water Quality Management Plan Amendment for the Balterra Wastewater Treatment Facility. He said that the firm had submitted a letter of comment on this agenda item. Mr. O'Reilly said that discussion at the June 27, 2006 MAG Water Quality Advisory Committee meeting and public hearing on what to do with two competing 208 plan amendments was ignored. He stated that his question was what happens when there are competing 208 plan amendments. Mr. O'Reilly added that the answer was: we do not know, but maybe we can approve both of them. He asked if the Committee approves or consents to the Draft Balterra 208 Plan Amendment, will or could Balterra become their sewer provider without their consent. He stated that approval of the Draft Balterra 208 Plan Amendment would be detrimental since service has been requested from another, fully integrated utility. Mr. O'Reilly stated his firm opposes Balterra including their property in the Balterra plan. He said that time and money have been invested in creating a truly regional and integrated solution with a nondeveloper owned utility. Mr. O'Reilly stated that they too were given the task to create a regional plan as part of their development master plan submittals. Since their plan is a few months behind they might not have the opportunity to develop an integrated solution that could best serve the future residents of the West Valley. He indicated that he would like to know whether two 208 plan amendments can be approved and whether the Committee would table the Draft Balterra 208 Plan Amendment for consideration of both 208 plan amendments. Vice Chair Dolan noted the MAG process to approve 208 Water Quality Management Plan Amendments. She explained that the jurisdiction in which the facility would be located brings forward the request which is considered through the MAG committee process. Vice Chair Dolan noted Maricopa County has brought forward the Draft Balterra 208 Plan Amendment. She thanked Mr. O'Reilly for his comments.

Vice Chair Dolan asked Committee members if they requested that this item be pulled from the Consent Agenda. No requests were noted.

Vice Chair Dolan recognized public comment from Mr. Ryan, who disagreed with the amount of time granted for public comment on the Consent Agenda. Vice Chair Dolan explained

MAG's public comment process to Mr. Ryan. Mr. Ryan said that federal guidelines say that a citizen can speak. He said that he did not know of any organization that can override the federal government. Mr. Ryan stated that he would speak three minutes on agenda item #5B. He stated that the trolley was approved under false pretenses. Mr. Ryan stated that the only way to improve traffic congestion is to get traffic off. He said that John Shaw, an engineer, said that Valtrans made no sense. He added that Mr. Shaw developed an option for rapid transit that was less costly. Mr. Ryan stated that he did not understand why no one wants to hear about Mr. Shaw's solution. He then described Mr. Shaw's idea for a wide-bodied vehicle that would run along roadways ten feet apart. Mr. Ryan's time elapsed and Mr. Ryan requested that he be allowed additional time. Vice Chair Dolan said that there were other members of the public who wished to speak. She suggested that he could provide additional comments in writing.

Vice Chair Dolan recognized public comment on agenda item #4H, the Draft MAG 208 Water Quality Management Plan Amendment for the Balterra Wastewater Treatment Facility, from Richard Jellies, representing two projects in the area of the Draft Balterra 208 Plan Amendment. He commented on the size of his projects and that both projects are bisected by I-10. Mr. Jellies stated that when the planning process was begun, they expressed that it was imperative to have one integrated provider and that the projects not be bisected. It was suggested to them to work with the water utility in order to integrate both water and sewer. Mr. Jellies commented on an agreement with a provider for integrated services for the entire property. Mr. Jellies asked if the Draft Balterra 208 Plan Amendment was approved against their objections, would they still have the right to obtain service from another provider and could another 208 plan amendment be approved over the Draft Balterra 208 Plan Amendment so they could have an integrated solution and have their entire property and the entire Tonopah Valley properly served. Vice Chair Dolan thanked Mr. Jellies for his comments.

Vice Chair Dolan recognized public comment on agenda item #4H, the Draft MAG 208 Water Quality Management Plan Amendment for the Balterra Wastewater Treatment Facility, from Cindy Liles from Global Water Resources. She said that yesterday, Global Water Resources purchased West Maricopa Combine and its five utilities, three of which serve areas in the West Valley, and one of which serves 64 sections in Tonopah. Ms. Liles provided background on the Hassayampa Utilities Company 208 Plan Amendment. She stated that landowners within the service area for the Balterra Wastewater Treatment Facility would like to be served by Global Water Resources. Ms. Liles requested an opportunity to have Maricopa County review their plan before making a decision on the Draft Balterra 208 Plan Amendment. Ms. Liles stated that Global Water Resources has not received a support letter from Maricopa County. She commented that the Balterra project is a few months ahead of their project. Ms. Liles stated that with the acquisition of the West Maricopa Combine, Global Water Resources can integrate utilities. She requested that the County look at their plan as well before making a decision and for the landowners that would like Global Water Resources to serve water and wastewater for the same development. Vice Chair Dolan noted the MAG process to approve 208 Water Quality Management Plan Amendments. She explained that the jurisdiction in which the facility would be located brings forward the request which is considered through the MAG committee process. She noted that Maricopa County has brought forward the Draft Balterra 208 Plan Amendment. Vice Chair Dolan thanked Ms. Liles for her comments.

Vice Chair Dolan recognized public comment on agenda item #4H, the Draft MAG 208 Water Quality Management Plan Amendment for the Balterra Wastewater Treatment Facility, from Andrew Abraham from Burch & Cracchiolo, as counsel for Global Water Resources. He indicated that he personally closed the transaction yesterday for the purchase of West Maricopa Combine by Global Water Resources. Mr. Abraham stated that the goal is to provide utility integration. He indicated that he has a press release regarding the acquisition. Mr. Abraham requested that the Draft Balterra 208 Plan Amendment be pulled off the Consent Agenda and have a full hearing once MAG and Maricopa County have had an opportunity to look at the acquisition, what Global Water Resources can provide, and to provide not only the two developers who spoke today with logical integrated service, but to do the same for the entire County. Vice Chair Dolan thanked Mr. Abraham for his comments.

Vice Chair Dolan asked members if there were any requests to remove any of the Consent Agenda items #4A, #4B, #4C, #4D, #4E, #4F, #4G, #4H, #4I, #4J, and #4K. No requests were noted.

Mr. Ellegood moved to recommend approval of the Consent Agenda. Mr. Boggs seconded, and the motion carried unanimously.

4A. Approval of June 14, 2006 Meeting Minutes

The Management Committee, by consent, approved the June 14, 2006 meeting minutes.

4B. Draft FY 2008-2012 MAG Transportation Improvement Program Guidance Report

The Management Committee, by consent, recommended acceptance of the Draft FY 2008-2012 MAG TIP Guidance Report. MAG is starting the process to develop the FY 2008-2012 Transportation Improvement Program. This TIP is tentatively targeted for approval in July 2007. The first step in the TIP process is the distribution of the TIP Guidance Report (TGR), which has been developed to act as a guide to decision makers to facilitate programming of transportation projects in the region. Most of the technical information provided by the regional management systems on safety, bridge conditions, transit vehicle needs, intermodal projects, and congestion levels has been updated where appropriate. Information is also provided on air quality conditions, Title VI and Environmental Justice factors and congestion management strategies. The TGR also contains the application forms for MAG Federal funds and represents the formal request for projects for addition to the FY 2008-2012 MAG TIP. On June 29, 2006, the MAG Transportation Review Committee reviewed the TGR.

4C. Finding of Conformity for the Draft FY 2007-2011 MAG Transportation Improvement Program and Draft Regional Transportation Plan - 2006 Update

The Management Committee, by consent, recommended approval of the Finding of Conformity for the Draft FY 2007-2011 MAG Transportation Improvement Program and Draft MAG Regional Transportation Plan - 2006 Update. The Draft 2006 Conformity Analysis concludes that the Draft Transportation Improvement Program (TIP) and the Draft Regional Transportation Plan - 2006 Update meet all applicable federal conformity requirements and are in conformance with applicable air quality plans. On June 15, 2006, a public hearing was conducted on the Draft

TIP, Draft Regional Transportation Plan - 2006 Update, and Draft Conformity Analysis. On June 29, 2006, the MAG Air Quality Technical Advisory Committee recommended approval of the Draft 2006 MAG Conformity Analysis for the Draft FY 2007-2011 MAG TIP and Draft 2006 Update. Approval of the conformity finding by the Regional Council is required for MAG adoption of the TIP and 2006 Update.

4D. Approval of the Draft FY 2007-2011 MAG Transportation Improvement Program

The Management Committee, by consent, recommended approval of the Draft FY 2007-2011 Transportation Improvement Program, together with the requested ADOT material cost increases, contingent upon a finding of conformity of the TIP and Regional Transportation Plan - 2006 Update with applicable state and federal air quality implementation plans. Each year MAG updates the Five Year Transportation Improvement Program (TIP), primarily by adding a fifth year. All federally funded projects and regionally significant transportation projects (including city and privately funded projects) must be included in the Draft TIP for the purpose of meeting the air quality conformity analysis requirements. In April 2006, the Draft FY 2007-2011 TIP was approved by Regional Council to undergo this analysis, which is now complete. A copy of the necessary documents was made available prior to a public hearing scheduled earlier this month. Recent minor changes that do not affect the air quality conformity analysis on the Draft TIP are listed separately in the attached Errata Sheet 07-6, and on Errata Sheet 07-7. On June 29, 2006, the MAG Transportation Review Committee recommended approval, contingent upon a finding of air quality conformity.

4E. Approval of the Draft MAG Regional Transportation Plan - 2006 Update

The Management Committee, by consent, recommended approval of the Draft MAG Regional Transportation Plan - 2006 Update, contingent upon a finding of conformity of the RTP - 2006 Update and TIP with applicable state and federal air quality implementation plans. As part of the ongoing regional transportation planning process, a Draft MAG Regional Transportation Plan (RTP) - 2006 Update has been prepared. The Draft RTP - 2006 Update was approved by the Regional Council for air quality conformity analysis on April 26, 2006. The major new items in the 2006 Update are revised revenue estimates, and inclusion of the life cycle programs for freeways/highways, arterial streets, and transit. The errata sheets included with the Draft FY 2007-2011 MAG Transportation Improvement Program (TIP) agenda item also apply to the 2006 Update. A technical conformity analysis was performed on the Draft RTP - 2006 Update and Draft TIP and demonstrated that they meet all air quality conformity requirements. On June 15, 2006, a public hearing was conducted on the Draft RTP - 2006 Update, the Draft FY 2007-2011 TIP, and the Air Quality Conformity Analysis. On June 29, 2006, the MAG Transportation Review Committee recommended approval of the Draft 2006 Update, contingent upon a finding of air quality conformity.

4F. Federal Fiscal Year 2006 MAG Federal Funds Final Closeout and Amendment/Adjustments to the FY 2006-2010 MAG Transportation Improvement Program

The Management Committee, by consent, recommended approval of the final closeout of Federal FY 2006, and recommended amending/adjusting the FY 2006-2010 MAG TIP to allow the projects to proceed. On April 26, 2006, the MAG Regional Council approved the deferral

of 19 projects, totaling almost \$11.2 million, from FFY 2006 to 2007 and, on June 28, 2006, the Regional Council approved the deferral of two more projects for a combined total of \$12.1 million. At the same meeting, the Council approved a list of projects to utilize the funds available and two further contingency projects, totaling \$1.3 million for any additional, supplemental or redistributed Obligation Authority (OA) that may become available. Since that time, one additional project, totaling \$800,000 has requested to be deferred, which effectively reduced the list of contingency projects to only \$500,000. On June 29, 2006, the Transportation Review Committee recommended an additional list of projects for any further additional, supplemental or redistributed OA that may become available during the remaining months of the federal fiscal year.

4G. Enhancement Funds Working Group Round XIV Recommendations

The Management Committee, by consent, recommended that the ranked applications from the MAG Enhancement Funds Working Group be forwarded to the Arizona Department of Transportation for consideration by the State Transportation Enhancement Review Committee. The Enhancement Funds Working Group was formed by the MAG Regional Council in April of 1993 to review and recommend a ranked list of Enhancement Fund applications from this region to the State Transportation Enhancement Review Committee (TERC). This year, 14 enhancement fund applications for local funds were received totaling \$5,867,895 with approximately \$8 million available statewide. Two applications for state funds were received totaling \$1,132,494 with approximately \$4 million available statewide. The Working Group recommends that the attached ranked applications be forwarded to the Arizona Department of Transportation for consideration by the TERC.

4H. Draft MAG 208 Water Quality Management Plan Amendment for the Balterra Wastewater Treatment Facility

The Management Committee, by consent, recommended approval of the Draft MAG 208 Water Quality Management Plan Amendment for the Balterra Wastewater Treatment Facility. Maricopa County has requested that MAG amend the 208 Water Quality Management Plan to include the Balterra Wastewater Treatment Facility with an ultimate capacity of 15 million gallons per day. Reclaimed water from the facility would be disposed of through reuse, recharge, and an Arizona Pollutant Discharge Elimination System Permit discharge to the adjacent wash (Section 30 of Township 2 North, Range 6 West, as identified in the Palo Verde Watershed Zone A Flood Delineation Study). The discharge point would be located along the northeast edge of the facility site, near the confluence of the adjacent wash and Winters Wash. A public hearing on the draft amendment was conducted on June 27, 2006. Following the hearing, the MAG Water Quality Advisory Committee recommended approval of the Draft 208 Plan Amendment. Written comments, the public hearing transcript, and the response by Maricopa County to public comments were transmitted under a separate cover memorandum.

4I. Draft MAG 208 Water Quality Management Plan Amendment for the City of Surprise Special Planning Area 4 Regional Water Reclamation Facility

The Management Committee, by consent, recommended approval of the Draft MAG 208 Water Quality Management Plan Amendment for the City of Surprise Special Planning Area 4

Regional Water Reclamation Facility. The City of Surprise has requested that MAG amend the 208 Water Quality Management Plan to include the Special Planning Area 4 Regional Water Reclamation Facility with an ultimate capacity of eight million gallons per day. Reclaimed water from the facility would be disposed of through reuse, recharge, and potential future Arizona Pollutant Discharge Elimination System Permit discharge points to the Agua Fria River or unnamed washes located south of the facility and west of the Agua Fria River (northwest quarter of Section 28 of Township 5 North, Range 2 West). The towns of Buckeye and Wickenburg, City of Peoria, and unincorporated Maricopa County are within three miles of the project, and all have indicated no objections. A public hearing on the draft amendment was conducted on June 27, 2006. Following the hearing, the MAG Water Quality Advisory Committee unanimously recommended approval of the Draft 208 Plan Amendment.

4J. Draft MAG 208 Water Quality Management Plan Amendment for the City of Surprise Special Planning Area 5 Regional Water Reclamation Facility

The Management Committee, by consent, recommended approval of the Draft MAG 208 Water Quality Management Plan Amendment for the City of Surprise Special Planning Area 5 Regional Water Reclamation Facility. The City of Surprise has requested that MAG amend the 208 Water Quality Management Plan to include the Special Planning Area 5 Regional Water Reclamation Facility with an ultimate capacity of eight million gallons per day. Reclaimed water from the facility would be disposed of through reuse, recharge, and potential future Arizona Pollutant Discharge Elimination System Permit discharge points to the Hassayampa River, Trilby Wash, or an unnamed wash east of the facility (southwest quarter of Section 36 of Township 5 North, Range 3 West). The towns of Buckeye and Wickenburg and unincorporated Maricopa County are within three miles of the project, and all have indicated no objections. A public hearing on the draft amendment was conducted on June 27, 2006. Following the hearing, the MAG Water Quality Advisory Committee unanimously recommended approval of the Draft 208 Plan Amendment.

4K. 2005 Census Survey Update

The final results of the 2005 Census Survey for Maricopa County, Arizona, were transmitted to member agencies on June 26, 2006. These final population numbers will be used for the distribution of state shared revenues from July 1, 2006 to June 30, 2011. The final numbers have also been transmitted to the Director of the Department of Revenue, the Director of the Department of Transportation and the State Treasurer. The final population numbers supersede the preliminary numbers transmitted in March. This item was on the agenda for information and discussion.

6. Heat Relief Planning

Brandee Mead, MAG Human Services Planner, provided an update on heat relief efforts. Ms. Mead stated that more than 30 people, many of whom were elderly and homeless, died of heat-related causes in the MAG region in the summer of 2005. She stated that over the past year, many heat-relief efforts have been put in place to prevent people from dying this summer from heat-related illnesses. Ms. Mead spoke about the heat advisories issued by the National Weather Service. This year, heat emergency plans have been developed and the region is in a better

position to respond to these heat advisories. Ms. Mead expressed her appreciation to Phoenix City Councilmember Greg Stanton, to Maricopa County, the City of Phoenix, the Department of Health Services, and other cities that have put plans in place. She noted that the MAG Continuum of Care Regional Committee on Homelessness developed two maps that show available resources and collection sites. Ms. Mead stated that the heat emergency plans are linked to the National Weather Service. She noted that there is a media campaign to increase awareness, in addition to a plan and brochure developed by the Department of Health Services. Vice Chair Dolan thanked Ms. Mead for her report.

Mr. Ellegood stated that County staff has been having water drive competitions. In addition, the City of Phoenix and some of the consulting firms have made donations.

Vice Chair Dolan commented that a number of cities have more resources in place than last year.

7. River of Trade Corridor Coalition

Matthew Clark, MAG Senior Policy Planner, introduced River of Trade Corridor Coalition (ROTCC) representatives Louis Hill and Jean Sides, who were participating by videoconference. Mr. Hill expressed his thanks on behalf of the ROTCC to MAG Regional Council Chair James Cavanaugh and MAG staff for meeting with the ROTCC Chair, Dallas, Texas City Councilman Bill Blaydes, and ROTCC representatives on June 16, 2006. At the meeting, they discussed the ROTCC's mission and history and invited MAG to become a member of the ROTCC. Mr. Hill stated the organization's goal is to examine ways to alleviate congestion while protecting and expanding the economic vitality of current roadways. Currently, the ROTCC includes more than 200 members spanning across nine states.

Mr. Hill displayed a map of the River of Trade corridor that starts at Interstate 10 in Long Beach and continues through Arizona to Phoenix and Tucson, then to Las Cruces, New Mexico before heading north at Dallas, Texas and ending in Ontario, Canada. Mr. Hill stated that ROTCC is currently a non-dues paying organization. He advised that ROTCC is attempting to facilitate dialogue on transportation issues to identify funding along the corridor. Mr. Hill spoke about legislative efforts, and mentioned meetings with Congressmen Kolbe and Pastor.

Mr. Hill stated that the U.S. Department of Transportation (DOT) recently developed the "National Strategy to Reduce Congestion on America's Transportation Networks." The National Strategy will focus the DOT's resources, funding, staff and technology to cut traffic jams and relieve freight bottlenecks along the nation's freeways and highways. The ROTCC plans to work with the Federal Government to have the River of Trade Corridor identified as one of the three to five major growth corridors that will be established as part of the National Strategy and have the trade corridor designated as a Congressional High Priority Transportation Corridor. Mr. Hill stated that the I-10 corridor through Arizona and New Mexico is currently not designated as a high priority corridor.

Mr. Hill stated that the ROTCC requests that MAG become a member, pass a resolution that the I-10 corridor through Arizona and New Mexico be designated a high priority corridor, contact the Congressional Delegation in Washington, DC, and attend the Ninth Transportation Summit

on August 11, 2006. Vice Chair Dolan thanked Mr. Hill and Ms. Sides for the report. She asked MAG staff if they had anything they would like to add.

Mr. Smith stated that the map displayed shows that the I-10 segment from Los Angeles to Phoenix to Texas needs to be designated a high priority corridor. He commented that the best strategy seemed to be gathering additional information. Mr. Smith stated that a representative from this region could be sent to the ROTCC's next quarterly meeting on August 11, 2006, in Irving, Texas. In addition, MAG could work with the Intergovernmental representatives to discuss the issues identified by the ROTCC with Arizona's state and federal legislators.

Vice Chair Dolan asked members if this was acceptable. No objections were noted. Vice Chair Dolan noted that no public comment cards had been turned in.

8. Arizona Centennial Celebration Update

John Driggs, former Mayor of the City of Phoenix, and representative of the Arizona Historical Advisory Commission, stated that in 2012, Arizona will celebrate its 100th anniversary of statehood. Mr. Driggs stated that the Commission has been meeting for one and one-half years to develop a centennial plan. He noted that when the Governor signed the budget, \$2.5 million was appropriated for the statewide plan and included an incentive match of \$5 million from sources other than the state. Mr. Driggs stated that he was designated to draft the plan and added that the Commission will meet July 18, 2006 and may start circulating the plan. He said that the Commission will alert local governments in planning the centennial. Mr. Driggs handed out packets of material on the plan. He said that the three cities bordering Papago Park, Phoenix, Scottsdale, and Tempe, have come up with a working agreement on the restoration and development of the park.

Mr. Driggs stated that as a part of the plan, within the next 30 to 60 days, the Commission will contact each mayor, councilmember, supervisor, and manager to provide a copy of the plan. He added that he will request a joint meeting with the mayor and manager of each jurisdiction in every county in the state. Mr. Driggs added that he envisioned working with the state Councils of Governments on the effort.

Mr. Driggs stated that he has communicated with those working on the State of Oklahoma centennial. He noted that they have been planning for their centennial next year for the past six or seven years. Mr. Driggs advised that Oklahoma Centennial has raised \$100 million and he commented that if Oklahoma can do it, Arizona can do it.

Mr. Driggs stated that the celebration will be a showcase of Arizona with an emphasis on the economic development and vitality of Arizona. He said that this will be the best centennial this country has had. Mr. Driggs commented that Arizona is the last state of the 48 contiguous states and it is appropriate that this be the best celebration. Mr. Driggs stated that planning needs to start now.

Mr. Driggs stated that Tovrea Castle is one piece of the plan. He advised that if the concept is approved, it could become a government protocol house on the history of Arizona. The site could function similar to the governor's mansion and entities could use it for special events.

Vice Chair Dolan thanked Mr. Driggs for his report. She expressed appreciation to Mr. Driggs for all of his hard work. Vice Chair Dolan stated that she looked forward to working with Mr. Driggs and the Commission on this exciting project.

Vice Chair Dolan granted Mr. Ryan's request to speak. Mr. Ryan spoke about the economy and freight. He stated that trucking is a high cost option because of traffic backups. Mr. Ryan commented that the MAG region is on the railroad spurs and there are speed and weight limits. He pointed out that if you look at the ROTCC map, if goods are shipped by freight or truck, they might not go through Phoenix. Mr. Ryan stated that grade level operations are dangerous and costly. Vice Chair Dolan thanked Mr. Ryan for his comments.

9. Legislative Update

Mr. Clark noted that the Legislature has adjourned and he provided an update on the budget highlights. Mr. Clark stated that the Statewide Transportation Acceleration Needs (STAN) account was created. The account is to be used for the acceleration of the construction or reconstruction of freeways, state highways, bridges, and interchanges that are included in the Regional Transportation Plan. Mr. Clark noted that the Maricopa County region will receive 60 percent of the \$307 million account, the Pima County area 16 percent, and the remainder of the state 24 percent. He explained that STAN monies may only be used for material and labor, acquisition of right-of-way for highway needs, design and other engineering services, and other directly related costs approved by the board. Mr. Clark stated that the legislation requires MAG to establish a process to review and approve transportation projects eligible to receive STAN funds. He explained that following approval of the projects, MAG will submit the list to the State Transportation Board for approval. Mr. Clark noted that approval of the list must be on the agenda of the next Board meeting. Mr. Clark noted that funds in the STAN account will be used to supplement, not supplant, current funding. He added that MAG would be required to report on or before Dec. 15th to the House and Senate Transportation Committees on approved projects and the money spent on these projects. Mr. Clark noted the HURF repayment of \$62 million to the STAN account. Mr. Clark stated that HCR 2001 was signed by the Governor. This would place a measure on the ballot that would allow cities to increase bonding capacity from six percent to 20 percent. Vice Chair Dolan thanked Mr. Clark for his report and for keeping the Committee updated throughout the legislative session.

10. Comments from the Committee

An opportunity will be provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Mr. Smith announced that the Regional Transportation Plan had received the Federal Highway Administration/Federal Transit Administration National Transportation Planning Excellence Award for Leadership. Mr. Smith noted that he accepted the award at a ceremony on July 9, 2006. Mr. Smith acknowledged the contributions of the member agencies and the community

working together on the Plan and great public outreach to get a unanimous vote on the Plan. Vice Chair Dolan commented that Mr. Smith's leadership helped to get that support.

There being no further business, the meeting adjourned at 1:00 p.m.

Chairman

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

August 29, 2006

SUBJECT:

ADOT Red Letter Process

SUMMARY:

The Regional Council approved the Red Letter Process in 1996 to provide early notification of potential development in planned freeway alignments. Development activities include actions on plans, zoning, and permits. Key elements of the process include:

Notifications:

- ADOT will periodically forward Red Letter notifications to MAG.
- Notifications will be placed on the consent agenda for information and discussion at the Transportation Review Committee, Management Committee, and Regional Council meetings.
- If a member wishes to take action on a notification, the item can be removed from the consent agenda for further discussion. The item could then be placed on the agenda of a subsequent meeting for action.

Advance acquisitions:

- ADOT is authorized to proceed with advance right-of-way acquisitions up to \$2 million per year in funded corridors.
- Any change in the budgets for advance right-of-way acquisitions constitutes a material cost change as well as a change in freeway priorities and therefore, would have to be reviewed by MAG and would require Regional Council action.
- With the passage of Proposition 400 on November 2, 2004, the Regional Transportation Plan (RTP) includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

For information, the ADOT Advance Acquisition policy allows the expenditure of funds to obtain right-of-way where needed to address hardship cases (residential only), forestall development (typical Red Letter case), respond to advantageous offers or, with remaining funds, acquire properties in the construction sequence for which right-of-way acquisition has not already been funded.

In addition to forestalling development within freeway corridors, ADOT, under the Red Letter Process, works with developers on projects adjacent to or close to existing and proposed routes that may have a potential impact on drainage, noise mitigation, and/or access. For this purpose, ADOT needs to be informed of all zoning and development activity within one-half mile of any existing and planned facility. Without ADOT input on development plans adjacent to or near existing and planned facilities, there is a potential for increased costs to the local jurisdiction, the region and/or ADOT.

ADOT received 381 Red Letter notifications in the period from January 1, 2006 to June 30, 2006. In addition to the 125 separate examples attached, ADOT has requested a complete set of plans for the developments and a plan review on an additional 122 notifications. The 122 additional notices included zoning changes and/or general plan amendments that would put future developments

adjacent or very close to ADOT right-of-way that would cause concerns. The ADOT Red Letter coordinator also received 52 telephone, mail, and/or email notifications of possible impact to the State Highway System. The 52 telephone, mail, and/or email notifications consisted of 19 notifications on the Estrella Corridor, 303 Loop, 20 on the South Mountain, 202 Loop, and 13 on the I-10 Reliever.

PUBLIC INPUT:

No comments were received at the August 24, 2006 meeting of Transportation Review Committee.

PROS & CONS:

PROS: Notification can lead to action to forestall development activity in freeway corridors and help minimize costs as well as ensure eventual completion of the facility.

CONS: By utilizing funds for advance purchase of right-of-way, these funds are not available for other uses such as design and construction.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Unless precluded early in the process, development within freeway alignments will result in increased right-of-way costs in the future.

POLICY: With the passage of Proposition 400 on November 2, 2004, the RTP includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: This item was on the August 24, 2006 agenda for information and discussion.

MEMBERS ATTENDING

Maricopa County: Mike Ellegood, Chair
ADOT: Bill Hayden for Dan Lance
Avondale: David Fitzhugh
Buckeye: Thomas Chlebanowski for Scott Lowe
Chandler: Dan Cook for Patrice Kraus
* El Mirage: B.J. Cornwall
Fountain Hills: Randy Harrel
* Gila Bend: Lynn Farmer
* Gilbert: Tami Ryall
Glendale: Robert Darr for Terry Johnson
* Goodyear: Cato Esquivel
Guadalupe: Jim Ricker

* Litchfield Park: Mike Cartsonis
Mesa: Jim Huling
Paradise Valley: Robert M. Cicarelli
Peoria: David Moody
Phoenix: Don Herp for Tom Callow
* Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos De Leon
* Wickenburg: Shane Dille
* Valley Metro Rail: John Farry

* Regional Bicycle Task Force: Randi Alcott
* Street Committee: Darryl Crossman

Pedestrian Working Group: Eric Iwersen
* ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy.
- Attended by Audioconference

+ - Attended by Videoconference

CONTACT PERSON:

Eric Anderson, MAG, (602) 254-6300, or Louis Malloque, ADOT (602) 712-8755.



Janet Napolitano
Governor

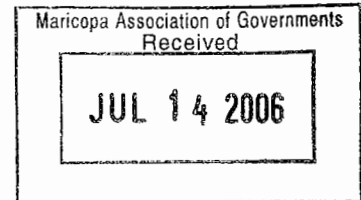
Victor M. Mendez
Director

Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Sam Elters
State Engineer

July 12, 2006

Mr. Dennis Smith
Executive Director
Maricopa Association of Governments
302 North First Avenue, Suite 300
Phoenix, Arizona 85003



RE: Report of Red Letter Notifications from January 1, 2006 to June 30, 2006

Dear Mr. Smith:

This letter is submitted to inform you of "Red-Letter" notifications received by this office for the period January 1, 2006 – June 30, 2006. During this period, the following number of notifications were received from various local agencies, as well as directly from various individual developers and attorneys in the metropolitan area:

LOCAL AGENCIES

NOTICES

City of Avondale	11
Town of Buckeye	05
City of Chandler	35
City of El Mirage	00
Town of Gilbert	17
City of Glendale	02
City of Goodyear	55
City of Mesa	23
City of Peoria	15
City of Phoenix	30
City of Scottsdale	03
City of Surprise	100
City of Tempe	07
Maricopa County	59
Wickenburg	04
Various Entities	15

TOTAL NOTICES RECEIVED

381



2001 Award Recipient

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ADOT expends both time and resources to ensure that encroachments, traffic movements, access, and our engineering staff review drainage issues. Some of these issues are easily resolved, while others take specific design requirements. Communication is the key and the Red Letter Process is an excellent tool.

In addition to the 125 separate examples attached, ADOT has requested a complete set of plans for the developments and a plan review on an additional 122 notifications. The 122 additional notices included zoning changes and/or general plan amendments that would put future developments adjacent or very close to ADOT right of way, that would cause concerns. The Department appreciates the opportunity to communicate with both local agencies and developers as early as possible in the planning/design process. The "Red Letter" coordinator also received 52 telephone mail, and/or e-mail notifications of possible impact to the State Highway System. The 52 telephone, mail and/or e-mail notifications consisted of 19 notifications on the Estrella Corridor, 303 Loop and 20 on the South Mountain, 202 Loop and 13 on the I-10 Reliever.

Overall the "Red Letter" program is working well. We have responded to all notifications received during this reporting period. The Department appreciates the cooperation of MAG members so that we may continue to improve the lines of communication. An ADOT Right of Way Project Management staff member, Louis Malloque (602-712-8755), is available to answer questions and continues to meet with local agency planning and zoning staff to review the Red Letter process. My office can also provide current information on planned highway corridors such as the South Mountain, I-10 Reliever, 202 Loop and the Estrella Corridor, 303 Loop.



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Should you have any questions, you may contact me at 602-712-7900 or by fax at 602-712-3051, or in writing at 205 S. 17th Avenue, Right of Way Project Management Section. Suite 349 MD 612E, Phoenix, Arizona 85007.

Sincerely,

A handwritten signature in black ink, appearing to read "John Eckhardt III". The signature is fluid and stylized, with a prominent "J" and "E".

John Eckhardt III, Manager
Right of Way Project Management
JE: lm

cc Victor Mendez, ADOT Director
Bill Hayden, Special Assistant to Regional Freeway System

Attachment

Maricopa Association of Governments Report of Red Letters

Of the 381 notices received, 125 had an impact on the Regional Freeway System. These 125 notices are summarized as follows:

Avondale:

1. I-10 and Litchfield Road, there were 2 separate "Red Letters" received concerning a residential site plan. . Some possible issues could be drainage, encroachments, permits and access. ADOT reminded the developer that any noise mitigation is his responsibility and not ADOT. ADOT also asked the developer to work closely with ADOT and to be sure and keep ADOT informed on all matters throughout the development process. ADOT requested a copy of the final plans.

Town of Buckeye:

1. S R 85 & Hazen Road, there was a "Red Letter" received concerning a Master plan site plan. Some possible issues could be drainage, encroachments, permits and access. ADOT reminded the developer that any noise mitigation is his responsibility and not ADOT; a traffic study was also requested. ADOT requested a copy of the all plans.

Chandler:

1. 202 Loop (Santan) & Alma School Road, a "Red Letter" was received concerning a commercial preliminary plat. ADOT recommended the developer contact ADOT's Phoenix District Office to help prevent encroachments, noise mitigation and make sure all boundary lines are correct. There were concerns of drainage due to the site abutting an ADOT retention basin. ADOT also informed the developer a permit would be necessary in order to access this site. ADOT requested a full set of plans.

2. 202 Loop/Santan and Alma School Road, 2 separate "Red Letters" were received concerning a residential plat. ADOT informed the City and developer that they must work closely with ADOT throughout the development process due to the development's proximity to ADOT Right of Way. There were concerns of drainage due to the site abutting an ADOT retention basin. ADOT also informed the developer a permit would be necessary in order to access this site and that noise mitigation would be the developer's responsibility. ADOT also requested a copy of the final plat to review and comment on.
3. S R 87 and Ocotillo Road, a "Red Letter" was received concerning a proposed residential site plat. ADOT requested a set of full plans and to be kept in contact on this development. ADOT also informed the developer that there were concerns over drainage, encroachments, traffic flow, and permits for access and noise mitigation. ADOT also requested copies of all plats and especially the final plat to review and comment on.
4. I-10 and Galveston Street, a "Red Letter" was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also reminded the City that noise mitigation was the developer's responsibility. ADOT requested copies of all plats and especially the final plat to review and comment on.
5. 202 Loop and McClintock Drive, a "Red Letter" was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, traffic flow, drainage especially since it abuts ADOT retention basin, and they would need permits for access. ADOT also requested copies of all plats and especially the final plat to review and comment on.
6. 202 Loop and Willis Road, a "Red Letter" was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT recommended the developer contact the ADOT Phoenix District Office to discuss the development. ADOT also reminded the City and developer that any noise mitigation would be the developer's responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on.

7. 202 Loop and Cooper Road, a "Red Letter" was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also reminded the City and developer that any noise mitigation would be the developer's responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on.
8. S R 87 and Queen Creek Road, a "Red Letter" was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also reminded the City and developer that any noise mitigation would be the developer's responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on.
9. 101 Loop and Ray Road, a "Red Letter" was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also reminded the City and developer that any noise mitigation would be the developer's responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on.
10. S R 87 and Pecos Road, a "Red Letter" was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also reminded the City and developer that any noise mitigation would be the developer's responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on.
11. S R 87 and Willis Road, a "Red Letter" was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also reminded the City and developer that any noise mitigation would be the developer's responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on.

12. 202 Loop and Price Road, a "Red Letter" was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also reminded the City and developer that any noise mitigation would be the developer's responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on.
- 13.
14. S R and between Warner/Elliott, a "Red Letter" was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also reminded the City and developer that any noise mitigation would be the developer's responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on.

Town of Gilbert:

1. 202 Loop and Gilbert Road, a "Red Letter" was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also reminded the City and developer that any noise mitigation would be the developer's responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on.
2. 202 Loop and Williams Field Road, a "Red Letter" was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also reminded the City and developer that any noise mitigation would be the developer's responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on.
3. 202 Loop and Lindsay Road, a "Red Letter" was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also reminded the City and developer that any noise mitigation would be the developer's responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on.

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4. 202 Loop and Williams Field Road, a "Red Letter" was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also reminded the City and developer that any noise mitigation would be the developer's responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on.
5. 202 Loop –Warner Road and along Power Road, a "Red Letter" was received concerning a proposed sixteen (16) inch waterline the Town was going to install. ADOT reminded the town they would need permits for access to the 202 Loop, and not to impede the drainage.
6. 202 Loop and Gilbert Road, a "Red Letter" was received concerning a commercial preliminary plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also reminded the City and developer that any noise mitigation would be the developer's responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on.

City of Goodyear

1. Yuma Road and Estrella Parkway, a "Red Letter" was received concerning a proposed residential site plat. ADOT informed the City this development was in the I-10 Reliever Corridor Study and there could be concerns. ADOT asked to be kept apprised during all phases of the development.
2. 303 Loop and Camelback Road, a "Red Letter" was received concerning a commercial preliminary plat. ADOT informed the City this development was in the area under jurisdiction of MCDOT and they needed to inform them of this development.
3. M C 85 and Cotton Lane, 2 separate "Red Letters" were received concerning a commercial preliminary plat. ADOT informed the City this development was in the area under jurisdiction of MCDOT and they needed to inform them of this development.

4. M C 85 and Lower Buckeye Road, 2 separate "Red Letters" were received concerning a final residential site plat. ADOT informed the City this development was in the I-10 Reliever Corridor Study and there could be concerns. ADOT asked to be kept apprised during all phases of the development. ADOT also reminded the City that we need to be notified in the preliminary stage of planning and not at the final.
5. 157th Avenue and Buckeye Road, a "Red Letter" was received concerning a proposed residential site plat. ADOT informed the City this development was in the I-10 Reliever Corridor Study and there could be concerns. ADOT asked to be kept apprised during all phases of the development.
6. I-10 and Bullard Avenue, a "Red Letter" was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also reminded the City and developer that any noise mitigation would be the developer's responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on.
7. 137th Avenue and Van Buren Street, a "Red Letter" was received concerning a proposed commercial site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also wants to know what kind of signage there will be, where the signage will be located, to determine if there is a visual nuisance that will impair the driving public.
8. Litchfield Road and Lower Buckeye Road, a "Red Letter" was received concerning a proposed residential site plat. ADOT informed the City this development was in the I-10 Reliever Corridor Study and there could be concerns. ADOT asked to be kept apprised during all phases of the development.
9. Citrus Road and Lower Buckeye Road, a "Red Letter" was received concerning a proposed residential site plat. ADOT informed the City this development was in the I-10 Reliever Corridor Study and there could be concerns. ADOT asked to be kept apprised during all phases of the development.

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10. Citrus Road and Lower Buckeye Road, a "Red Letter" was received concerning a proposed residential site plat parcel 1. ADOT informed the City this development was in the I-10 Reliever Corridor Study and there could be concerns. ADOT asked to be kept apprised during all phases of the development.
11. Citrus Road and Lower Buckeye Road, a "Red Letter" was received concerning a proposed residential site plat parcel 2. ADOT informed the City this development was in the I-10 Reliever Corridor Study and there could be concerns. ADOT asked to be kept apprised during all phases of the development.
12. Citrus Road and Lower Buckeye Road, a "Red Letter" was received concerning a proposed residential site plat parcel 3. ADOT informed the City this development was in the I-10 Reliever Corridor Study and there could be concerns. ADOT asked to be kept apprised during all phases of the development.
13. Citrus Road and Lower Buckeye Road, a "Red Letter" was received concerning a proposed residential site plat parcel 5. ADOT informed the City this development was in the I-10 Reliever Corridor Study and there could be concerns. ADOT asked to be kept apprised during all phases of the development.
14. Perryville Road and Buckeye Road, Citrus Road and Lower Buckeye Road, a "Red Letter" was received concerning a proposed residential site plat. ADOT informed the City this development was in the I-10 Reliever Corridor Study and there could be concerns. ADOT asked to be kept apprised during all phases of the development.
15. Citrus Road and Lower Buckeye Road, a "Red Letter" was received concerning a proposed residential site plat (different plat than the others above). ADOT informed the City this development was in the I-10 Reliever Corridor Study and there could be concerns. ADOT asked to be kept apprised during all phases of the development.

16. 303 Loop and Camelback Road, a "Red Letter" was received concerning a proposed residential site plat. ADOT reminded the City the development would abut ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT recommended the developer get in contact with the ADOT plans technician; permit department, drainage department, and the ADOT Phoenix District Construction Office. ADOT also reminded the City and developer that any noise mitigation would be the developer's responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on. ADOT informed the City this development was in the area under jurisdiction of MCDOT and they needed to inform them of this development.
17. 17. 303 Loop and Camelback Road, a "Red Letter" was received concerning a proposed residential site plat. ADOT reminded the City the development would abut ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT recommended the developer get in contact with the ADOT plans technician; permit department, drainage department, and the ADOT Phoenix District Construction Office. ADOT also reminded the City and developer that any noise mitigation would be the developer's responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on. ADOT informed the City this development was in the area under jurisdiction of MCDOT and they needed to inform them of this development.
18. 303 Loop and Camelback Road, a "Red Letter" was received concerning a proposed residential site plat (phase 2). ADOT reminded the City the development would abut ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT recommended the developer get in contact with the ADOT plans technician; permit department, drainage department, and the ADOT Phoenix District Construction Office. ADOT also reminded the City and developer that any noise mitigation would be the developer's responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on. ADOT informed the City this development was in the area under jurisdiction of MCDOT and they needed to inform them of this development.

19. I-10 and McDowell Road, 3 separate "Red Letters" were received concerning a proposed residential site plat. ADOT reminded the City the development would abut ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT recommended the developer get in contact with the ADOT plans technician; permit department, drainage department, and the ADOT Phoenix District Construction Office. ADOT also reminded the City and developer that any noise mitigation would be the developer's responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on.

Maricopa County:

1. I-17 and Anthem Way, 3 separate "Red Letters" were received concerning the development of different areas of Anthem Way. ADOT reminded the County that there would be no noise mitigation, drainage facilities must not be disturbed or impeded. ADOT also told the County if the developer needed to enter or use ADOT right of way a permit would be necessary. ADOT asked the developer to contact the ADOT plans technician to verify the boundary lines. ADOT reminded the County that all noise mitigation was the responsibility of the developer.
2. I-17 and Arroyo Vista Drive 2 separate "Red Letters" were received concerning a proposed residential preliminary plat. ADOT had several areas of concern; ADOT needs to review development plans for access, encroachments, boundary lines, drainage and any noise mitigation. The developer needs a permit to use ADOT right of way. ADOT would like to be kept apprised of the progress on this development.
3. I-18 and Gila Bend Area, a "Red Letter" was received concerning a commercial preliminary plat. ADOT asked the developer for an anticipated traffic count to the highway, also reminded them a permit would be necessary to access ADOT R/W. ADOT had several other concerns depending on their final plat.
4. SR 87 (Arizona Avenue) and Riggs Road, a "Red Letter" was received concerning a special use permit (commercial site). ADOT reminded the County the developer would need a permit to access ADOT R/W.

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5. S R 87 (Arizona Avenue) and Riggs Road, 2 separate "Red Letters" were received concerning a commercial site plat. ADOT reminded the County there were drainage facilities in that area, permit would be necessary to access ADOT R/W, and watch for encroachments onto ADOT R/W.
6. S R 74 (Carefree Highway) and 7th Street, a "Red Letter" was received concerning a commercial site plat. ADOT reminded the County there were drainage facilities in that area, permit would be necessary to access ADOT R/W, and watch for encroachments onto ADOT R/W.
7. I-10 and Winter Burg, a "Red Letter" was received concerning a commercial site plat. ADOT reminded the County there were drainage facilities in that area, permit would be necessary to access ADOT R/W, and watch for encroachments onto ADOT R/W.

City of Mesa:

1. U S 60 (Superstition Freeway) and Dobson Road, a "Red Letter" was received concerning a proposed "retail-shopping center. ADOT had many concerns; drainage, access, encroachments, traffic flow and boundaries. ADOT requested the developer contact ADOT plans technician to help verify all areas of concern and to send large plats to them. ADOT also requested extra time to review the final plans when ready.
2. U S 60 (Superstition Freeway) and 2 "Red Letters" were received concerning a proposed commercial shopping center. ADOT had many concerns; drainage, access, encroachments, traffic flow and boundaries. ADOT requested the developer contact ADOT plans technician to help verify all areas of concern and to send large plats to them. ADOT also requested extra time to review the final plans when ready.

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City of Peoria:

1. 101 Loop and Northern Avenue, a "Red Letter" was received concerning a proposed residential site plat. ADOT reminded the City and developer there is no access to the 101 Loop. There will be no noise mitigation and the site will have a visual sight of the highway. ADOT also reminded the City and developer the integrity of the drainage system must be maintained at all times and there cannot be any encroachments onto ADOT right of way. If the developer needs to access ADOT right of way for construction purposes, a permit will be necessary. ADOT requested copies of larger plans to review and comment on.
2. 101 Loop and Peoria Avenue, a "Red Letter" was received concerning a proposed commercial site plat. ADOT informed the City and the developer there could be several issues if this development continues. ADOT has concerns over access, drainage, encroachments and permits. ADOT also requested the developer to keep in contact over their drainpipe in ADOT drainage area. ADOT also requested a full size set of plans.
3. 101 Loop and Northern Avenue, a "Red Letter" was received concerning a proposed commercial site plat. ADOT informed the City and the developer there could be several issues if this development continues. ADOT has concerns over access, drainage, encroachments and permits. ADOT also requested the developer to keep in contact over their drainpipe in ADOT drainage area. ADOT also requested a full size set of plans.
4. 101 Loop and Thunderbird Road, a "Red Letter" was received concerning a proposed residential site plat. ADOT reminded the City and developer there is no access to the 101 Loop. There will be no noise mitigation and the site will have a visual sight of the highway. ADOT also reminded the City and developer the integrity of the drainage system must be maintained at all times and there cannot be any encroachments onto ADOT right of way. If the developer needs to access ADOT right of way for construction purposes, a permit will be necessary. ADOT requested copies of larger plans to review and comment on.

5. 5. 101 Loop and Cactus Road, a "Red Letter" was received concerning a proposed commercial site plat. ADOT informed the City and the developer there could be several issues if this development continues. ADOT has concerns over access, drainage, encroachments and permits. ADOT also requested the developer to keep in contact over their drainpipe in ADOT drainage area. ADOT also requested a full size set of plans.
6. 101 Loop and Thunderbird Road, a "Red Letter" was received concerning a proposed residential site plat. ADOT reminded the City and developer there is no access to the 101 Loop. There will be no noise mitigation and the site will have a visual sight of the highway. ADOT also reminded the City and developer the integrity of the drainage system must be maintained at all times and there cannot be any encroachments onto ADOT right of way. If the developer needs to access ADOT right of way for construction purposes, a permit will be necessary. ADOT requested copies of larger plans to review and comment on.

City of Phoenix:

1. 101 Loop and 51st Avenue, a "Red Letter" was received concerning a proposed commercial site plat. ADOT requested the developer contact the ADOT plans technician to verify all boundary lines and check for access, drainage and any interruption in traffic flow. ADOT reminded the developer they need to keep ADOT informed on the progress of the development.
2. 101 Loop and 51st Avenue, 2 separate "Red Letters" were received concerning a proposed Residential site plat, one from the developer and one from the developer's attorney. ADOT requested the developer contact the ADOT plans technician to verify all boundary lines and check for access, drainage and any interruption in traffic flow. ADOT reminded the developer they need to keep ADOT informed on the progress of the development. The developer did get in contact with ADOT and the permit issue has been taken care of; the drainage issue was resolved by ADOT telling the developer there was no way ADOT would allow them to drain into ADOT drainage. ADOT requested copies of any changes, deletions and/or additions to the plans.

3. 101 Loop and 99th Avenue, a "Red Letter" was received concerning a proposed Site Plat. ADOT informed the City and developer there were drainage facilities that must not be impeded, there would be no access to the 101 Loop and furnish a traffic flow study. ADOT also requested the final plans to ensure there were no encroachments, drainage or access issues and reminded the developer that all noise mitigation would be his responsibility. ADOT requested a large set of plans.
4. S R 51 and Bell Road, a "Red Letter" was received concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.
5. I-17 and Pinnacle Peak Road, a "Red Letter" was received concerning a residential site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT reminded the City all noise mitigation was the responsibility of the developer. ADOT also requested extra time to review the final plans when ready.
6. I-17 and Osborn Road, a "Red Letter" was received concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.
7. 101 Loop and Camelback Road, a "Red Letter" was received concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT informed the City that there would be a visual sight of the highway. ADOT also requested extra time to review the final plans when ready.
8. I-17 and Coulter Street, a "Red Letter" was received concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.

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9. 101 Loop and Tatum Boulevard, a "Red Letter" was received concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.
10. I-17 and Indian School Road, 2 separate "Red Letters" were received from the developer concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.
11. 202 Loop and 44th Street, 2 separate "Red Letters" were received from the developer concerning a residential site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues, and all noise mitigation is the responsibility of the developer. ADOT also requested extra time to review the final plans when ready.
12. I-10 and 38th Street, a "Red Letter" was received from the developer concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.
13. I-10 and 59th Avenue / McDowell Road, a "Red Letter" was received from the developer concerning a residential site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT reminded the City all noise mitigation was the responsibility of the developer. ADOT also requested extra time to review the final plans when ready.
14. I-17 and just North of Deer Valley Road, a "Red Letter" was received from the developer concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments, access issues, and traffic flow disturbance. ADOT also requested extra time to review the final plans when ready.



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15. I-17 and Oberlin Way, a “Red Letter” was received from the developer concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.
16. I-10 and McDowell Road, a “Red Letter” was received from the developer concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.
17. I-10 and 84th Avenue, a “Red Letter” was received from the developer concerning a residential site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT reminded the City all noise mitigation was the responsibility of the developer. ADOT also requested extra time to review the final plans when ready.

City of Surprise:

1. US 60 (Grand Avenue and 165th Avenue, a “Red Letter” was received concerning a residential site plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation.
2. US 60 (Grand Avenue) and 163rd Avenue, a “Red Letter” was received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation.



3. US 60 (Grand Avenue) and 163rd Avenue, a “Red Letter” was received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation.
4. US 60 (Grand Avenue) and 163rd Avenue, a “Red Letter” was received concerning a preliminary PAD plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation.
5. 5. US 60 (Grand Avenue) and 163rd Avenue, a “Red Letter” was received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation.
6. US 60 (Grand Avenue) and 163rd Avenue, a “Red Letter” was received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation.

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7. US 60 (Grand Avenue) and 163rd Avenue, a “Red Letter” was received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation.
8. US 60 (Grand Avenue) and 163rd Avenue, a “Red Letter” was received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation.
9. US 60 (Grand Avenue) and 163rd Avenue, a “Red Letter” was received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation.
10. US 60 (Grand Avenue) and 163rd Avenue, a “Red Letter” was received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation.



11. US 60 (Grand Avenue) and 163rd Avenue, a “Red Letter” was received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation.
12. US 60 (Grand Avenue) and 163rd Avenue, a “Red Letter” was received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation. There was mention from the developer to a “Flyover” at US 60 and Jomax Road; ADOT informed the developer there were many conditions placed on these and they needed to contact the ADOT Phoenix Construction Office.

NOTE: The above twelve (12) items are all separate and individual subdivisions all within a single master planned community; each has its own identity and each was submitted at different times of this report period.

13. US 60 (Grand Avenue) and 303 Loop, a “Red Letter” was received concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.
14. 303 Loop and Bell Road, 2 separate “Red Letters” were received concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also reminded the city that this portion of the 303 Loop was still under the jurisdiction of MCDOT. ADOT also requested extra time to review the final plans when ready.

15. 303 Loop and Cactus Road, 2 separate "Red Letters" were received concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also reminded the city that this portion of the 303 Loop was still under the jurisdiction of MCDOT. ADOT also requested extra time to review the final plans when ready.
16. Loop and Peoria Avenue to Greenway Road, 2 separate "Red Letters" were received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation. ADOT informed the City this development was in the area under jurisdiction of MCDOT and they needed to inform them of this development.
17. US 60 (Grand Avenue) and Mountain View Road, 3 separate "Red Letters" were received concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.
18. US 60 (Grand Avenue) and 163rd Avenue, a "Red Letter" was received concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.
19. 303 Loop and Cactus Road, a "Red Letter" was received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation. ADOT informed the City this development was in the area under jurisdiction of MCDOT and they needed to inform them of this development.

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20. US 60 (Grand Avenue) and 163rd Avenue, a “Red Letter” was received concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.
21. 303 Loop and Bell Road, a “Red Letter” was received concerning a preliminary commercial plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the City this development was in the area under jurisdiction of MCDOT and they needed to inform them of this development.
22. 303 Loop and Greenway Road, a “Red Letter” was received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation. ADOT informed the City this development was in the area under jurisdiction of MCDOT and they needed to inform them of this development.
23. 303 Loop and Cactus Road, a “Red Letter” was received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation. ADOT informed the City this development was in the area under jurisdiction of MCDOT and they needed to inform them of this development.

24. U S 60 (Grand Avenue) and Litchfield Road, a "Red Letter" was received concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.
25. U S 60 (Grand Avenue) and Bullard Avenue, a "Red Letter" was received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation. ADOT also requested extra time to review the final plans when ready.
26. U S 60 (Grand Avenue) and 142nd Avenue, a "Red Letter" was received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation. ADOT also requested extra time to review the final plans when ready.
27. 26. U S 60 (Grand Avenue) and Sunny Lane, a "Red Letter" was received concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.
28. U S 60 (Grand Avenue) and El Mirage Road-Greenway Road, a "Red Letter" was received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation. ADOT also requested extra time to review the final plans when ready.



29. U S 60 (Grand Avenue) and 203rd Avenue, a “Red Letter” was received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation. ADOT also requested extra time to review the final plans when ready.
30. U S 60 (Grand Avenue) and 156th Avenue, a “Red Letter” was received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation. ADOT also requested extra time to review the final plans when ready.
31. 303 Loop and Happy Valley Road, a “Red Letter” was received concerning a preliminary residential/commercial plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation. ADOT also asked the developer to submit a copy of the signage plans for review when available. ADOT also requested extra time to review the final plans when ready.
32. U S 60 (Grand Avenue) and Beardsley Road, a “Red Letter” was received concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.

Page 26
Mr. Dennis Smith
July 12, 2006

33. U S 60 (Grand Avenue) and Bell Road, a "Red Letter" was received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation. ADOT also requested extra time to review the final plans when ready.

City of Tempe

1. 202 Loop/101 Loop and Rio Salado Parkway, a "Red Letter" was received concerning a residential plat. ADOT had various issues with the plat.
 - A. ADOT owns a strip of land that is used to provide maintenance access to the freeway. This strip is shown on the attached detail sheet as parcel 7-7563. In our previous discussions with City of Tempe Redevelopment Manager, Neil Calfee, we have been assured that this point of access will be reserved upon redevelopment of the site. This is not evident on the plat.
 - B. There is also a strip of property, longitudinal and coincident with the 202 R/W line that Tempe has tentatively agreed to deed to ADOT as part of the larger disposal/excess land sale. This exchange concept affects Lots 23 & 24 of the Final Plat.

At this time, the envisioned sale between Tempe and ADOT is on hold due to a recent legal decision where Tempe has been denied condemnation authority lacking demonstration of public use. It is my understanding that this ruling will be appealed at a higher court.

If/when this sale becomes effective; ADOT will make these stipulations a condition of the sale.



MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... *for your review*

DATE:

August 29, 2006

SUBJECT:

Proposed Amendment to the FY 2007-2011 Transportation Improvement Program (TIP) for Highway and Transit Projects

SUMMARY:

On July 26, 2006, the MAG Regional Council approved the FY 2007-2011 MAG Transportation Improvement Program (TIP). Since that time, ADOT has notified the City of Phoenix that they have been awarded Federal HES (Safety) funds for improvements to Hatcher Road, from 19th Avenue to Cave Creek Road. The City of Tempe has requested the deferral of three MAG federally funded multi-use path projects from FY 2006 to FY 2007 and the combination of all three projects into one combined project. Valley Metro has submitted several changes to regional transit projects, including deferring six projects from FY 2006 to FY 2007 (and changing the funding sources for four of them) and adding nine new projects. Finally, several inflation increases to MAG Arterial Life Cycle Program project costs were inadvertently omitted from the printed version. These increases add \$19.3 million in Local funds, \$3.45 million in STP-MAG funds, and \$8.18 million in Regional funds and result in \$30.83 million in combined total costs divided among 178 projects. It is necessary to either amend the TIP or to carry out some administrative adjustments to incorporate all of these additions and changes. All of the proposed changes may be categorized as exempt projects or minor project revisions for which an air quality conformity analysis is not required. Consultation on the conformity assessment for the proposed changes is considered under a separate agenda item.

PUBLIC INPUT:

An opportunity for public input was provided at the MAG Transportation Review Committee meeting on August 24, 2006. All of the projects are included in the air quality conformity consultation process, and this consultation is being considered as a separate agenda item.

PROS & CONS:

PROS: Approval of this TIP amendment/adjustment will allow the projects to proceed in a timely manner.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Projects that wish to utilize transportation federal funds need to be shown in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis assessment.

POLICY: This amendment and/or administrative adjustment request is in accord with all MAG guidelines.

ACTION NEEDED:

Recommend approval of an Amendment and/or Administrative Adjustment to the FY 2007-2011 MAG Transportation Improvement Program to add one new Phoenix safety project, deferring and combining three Tempe multi-use path projects and adding several new transit projects, plus making several changes to existing transit projects and arterial life cycle program projects as shown in the attached tables.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: On August 24, 2006, the MAG Transportation Review Committee unanimously recommended to amend and/or adjust the FY 2007-2011 MAG Transportation Improvement Program to add one new Phoenix safety project, deferring and combining three Tempe multi-use path projects and adding several new transit projects, plus making several changes to existing transit projects as shown in the attached tables.

MEMBERS ATTENDING

Maricopa County: Mike Ellegood, Chair
ADOT: Bill Hayden for Dan Lance
Avondale: David Fitzhugh
Buckeye: Thomas Chlebanowski for Scott Lowe
Chandler: Dan Cook for Patrice Kraus
* El Mirage: B.J. Cornwall
Fountain Hills: Randy Harrel
* Gila Bend: Lynn Farmer
* Gilbert: Tami Ryall
Glendale: Robert Darr for Terry Johnson
* Goodyear: Cato Esquivel
Guadalupe: Jim Ricker

* Litchfield Park: Mike Cartsonis
Mesa: Jim Huling
Paradise Valley: Robert M. Cicarelli
Peoria: David Moody
Phoenix: Don Herp for Tom Callow
* Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos De Leon
* Wickenburg: Shane Dille
* Valley Metro Rail: John Farry

EX-OFFICIO MEMBERS ATTENDING

* Regional Bicycle Task Force: Randi Alcott
* Street Committee: Darryl Crossman

Pedestrian Working Group: Eric Iwersen
* ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy.
- Attended by Audioconference

+ - Attended by Videoconference

CONTACT PERSON:

Paul Ward, MAG, 602-254-6300.

Table One - Amendment and Administrative Adjustment to the FY 2007-2011 MAG TIP for Highway Projects

Proj #	Agency	Description	FY	Dist.	Fund Type	Local Cost	Federal Cost	Reg Cost	Total Cost	Requested Change
TMP04-224	Tempe	Western Canal: Ken McDonald GC to Baseline Rd (phase 2); Construct multi-use path	2007	1.25	CMAQ	\$400,000	\$1,600,000	\$0	\$2,000,000	Project deferred from FY 2006 to 2007, deleted and replaced by combined Western canal project
TMP04-104	Tempe	Western Canal: Price Rd to Kiwanis Park - Phase 1; Design and construct multi-use path	2007	2.5	CMAQ	\$300,000	\$1,250,000	\$0	\$1,550,000	Project deferred from FY 2006 to 2007, deleted and replaced by combined Western canal project
TMP06-255	Tempe	Rural Rd: Guadalupe Rd to Ray Rd; Design and construct three pedestrian crossing refugees (phase 1)	2007	0	STP-MAG	\$30,250	\$500,000	\$0	\$530,250	Project deferred from FY 2006 to 2007, deleted and replaced by a locally funded project. Federal funds transferred to combined Western canal project
TMP04-104R	Tempe	Western Canal: Price Rd to Baseline Rd (phases 1 and 2); Construct multi-use path	2007	3.75	CMAQ	\$6,250,000	\$3,350,000	\$0	\$9,600,000	New multi-use path project added to FY 2007 with \$3,350,000 CMAQ replaces three other projects
PHX07-738	Phoenix	Hatcher Rd: 19th Ave to Cave Creek Rd; Design and construct roadway safety improvements	2007	2	STP-HES	\$92,625	\$221,785	\$0	\$314,410	New HES safety project added to FY 2007 with \$221,785 STP-HES funds
Various	Various	Various arterial life cycle program projects	2007-2011		Various	\$19,330,869	\$3,445,000	\$8,180,614	\$30,956,483	Totals of inflation increases for 178 projects
Totals Added To (or Deleted From) the FY 2007-2011 MAG TIP:						\$26,403,744	\$10,366,785	\$8,180,614	\$44,951,143	

Table Two - Amendment and Administrative Adjustment to the FY 2007-2011 MAG TIP for Transit Projects

Proj #	Agency	Description	FY	Dist.	Funding	Local Cost	Federal Cost	Reg Cost	Total Cost	Requested Change
SCT05-204T	Scottsdale	Construct regional park-and-ride (Loop 101/Scottsdale)	2007	0	5307	\$0	\$2,253,629	\$563,407	\$2,817,036	Defer from FY2006 to FY2007. Environmental documentation not final.
MES06-207T	Mesa	Construct regional park-and-ride (Loop 202/Greenfield Rd)	2007	0	STP-AZ	\$0	\$2,321,238	\$580,309	\$2,901,547	Defer from FY2006 to FY2007. Environmental documentation not final.
VMT06-606T	Valley Metro	Purchase bus: standard - 7 replace	2006	0	5307	\$0	\$2,440,200	\$499,800	\$2,940,000	Increase total from 2,205,000 to 2,940,000 for bus costs. Replaced by new project in 2007
PHX01-902TR3	Phoenix	Construct West Valley Operations Facility	2006	0	5309	\$0	(\$18,772,800)	(\$4,693,200)	(\$23,466,000)	Federal funds to be repaid over several years. Replaced by two new projects in FY2007
TMP04-401TR3	Tempe	Construct East Valley Operations Facility (Phase 3 of 3)	2006	0	5309	\$0	(\$18,118,400)	(\$4,529,600)	(\$22,648,000)	Federal funds to be repaid over several years. Replaced by two new projects in FY2007

Proj #	Agency	Description	FY	Dist.	Funding	Local Cost	Federal Cost	Reg Cost	Total Cost	Requested Change
PHX06-639T	Phoenix	Construct Regional heavy maintenance facility	2006	0	5309	\$0	(\$24,064,000)	(\$6,016,000)	(\$30,080,000)	5309 allocation to be applied to design. New project added in FY2007
VMT06-606TR	Valley Metro	Purchase bus: standard - 7 replace	2007	0	5307	\$0	\$2,440,200	\$499,800	\$2,940,000	Replaces deleted project
PHX07-712T	Phoenix	Advance Construct West Valley Operations Facility	2007	0	5309	\$0	\$0	\$23,466,000	\$23,466,000	Replaces deleted project
TMP07-703T	Tempe	Advance Construct East Valley Operations Facility (Phase 3 of 3)	2007	0	5309	\$0	\$0	\$22,648,000	\$22,648,000	Replaces deleted project
PHX07-713T	Phoenix	Repayment of Advance Construct West Valley Operations Facility	2007	0	5309	\$0	\$1,941,786	(\$1,941,786)	\$0	Replaces deleted project
TMP07-704T	Tempe	Repayment of Advance Construct East Valley Operations Facility	2007	0	5309	\$0	\$2,227,322	(\$2,227,322)	\$0	Replaces deleted project
PHX07-714T	Phoenix	Design Regional heavy maintenance facility	2007	0	5309	\$0	\$190,357	\$47,589	\$237,946	Replaces deleted project
PHX07-715T	Phoenix	Bus Digital Video Recorders	2007	0	5307	\$0	\$376,890	\$273,433	\$650,323	New Project for Security/Safety 1%
VMT07-721T	Valley Metro	Mid-life Engine Replacement/Upgrade	2007	0	5307	\$0	\$1,111,435	\$277,859	\$1,389,294	New Project for balance of 5307 funds
AVN07-701T	Avondale	Operating: Operating Assistance	2007	0	5307	\$0	\$958,078	\$958,078	\$1,916,156	New Project for Avondale Urbanized Area Allocation
PHX07-716T	Phoenix	Design Para-transit facility (Dial-A-Ride)	2007	0	5309	\$0	\$190,357	\$47,589	\$237,946	New project for 5309 earmark
SCT07-702T	Scottsdale	Design/Construct intermodal center	2007	0	5309	\$0	\$1,277,793	\$722,207	\$2,000,000	New project for 5309 earmark
PHX07-717T	Phoenix	Purchase bus: standard - 5 expand	2007	0	5309	\$0	\$1,485,000	\$304,157	\$1,789,157	New project for 5309 earmark
MMA07-701T	Maricopa County	Operating: Operating Assistance	2007	0	5316	\$0	\$1,293,611	\$1,293,611	\$2,587,222	New project for 5316 (JARC) allocation
PHX07-718T	Phoenix	Program Administration	2007	0	5316	\$0	\$143,734	\$0	\$143,734	New project for 5316 (JARC) allocation
PHX07-719T	Phoenix	Program Administration	2007	0	5317	\$0	\$81,625	\$0	\$81,625	New project for 5317 (New Freedoms) allocation
Totals Added To (or Deleted From) the FY 2007-2011 MAG TIP:						\$0	(\$40,221,945)	\$32,773,931	(\$7,448,014)	

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

August 29, 2006

SUBJECT:

Proposed Adjustment to the FY 2007-2011 MAG Transportation Improvement Program and Amendment to the FY 2007 Unified Planning Work Program and Annual Budget

SUMMARY:

On June 28, 2006, the MAG Regional Council approved the closeout of the FFY 2006, which included allocating additional funds for an Avondale pedestrian design project. On July 26, 2006, the Regional Council approved the FY 2007-2011 MAG Transportation Improvement Program (TIP) which authorized the Avondale project. In order for the project to proceed, the project agency must be adjusted in the TIP changing this from an Avondale project to a MAG project, and the project must be amended into the FY 2007 Unified Planning Work Program and Annual Budget. When the FY 2007 Work Program was approved, it contained a Pave Dirt Road project. The Pave Dirt Road project was duplicated in the 2007-2011 TIP as one MAG project and as three jurisdictional projects for Cave Creek, Chandler and Fort McDowell Yavapai Nation. It is proposed to remove the MAG Pave Dirt Road project from the TIP and to amend the FY 2007 Work Program to remove the Pave Dirt Road project.

PUBLIC INPUT:

Opportunities for public input during the fiscal year end closeout process were provided at the Transportation Review Committee, Management Committee and Regional Council meetings and public responses have been published separately.

PROS & CONS:

PROS: Approval of this TIP and Work Program amendment/adjustment is an administrative task that will allow the projects to proceed in a timely manner.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Projects that wish to utilize transportation federal funds need to be shown in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis assessment.

POLICY: This amendment and/or administrative adjustment request is in accord with all MAG guidelines.

ACTION NEEDED:

Recommend approval of an Amendment to the FY 2007 Unified Planning Work Program and Annual Budget to add the Avondale pedestrian design assistance project, to remove the Pave Dirt Road project item from the FY 2007 Unified Planning Work Program and Annual Budget, and to approve an Administrative Adjustment to the FY 2007-2011 MAG Transportation Improvement Program to remove the MAG listed Pave Dirt Road project.

PRIOR COMMITTEE ACTIONS:

The specific action requested has not been considered by any other MAG Committee. Prior actions by the Transportation Review Committee, the Management Committee and the Regional Council in recent months, regarding the closeout of the federal fiscal year, have created the need for this current administrative action.

CONTACT PERSON:

Paul Ward, MAG, 602-254-6300.

Table One - Administrative Adjustment to the FY 2007-2011 MAG TIP for Transit Projects (TIP Admin Adjustment Number 07-02)

Proj #	Agency	Description	FY	Length	Fund Type	Local Cost	Federal Cost	Total Cost	Requested Change
MAG07-305	MAG	Regionwide: Pave dirt roads program (FY 2007)	2007	0	CMAQ	(\$1,350,000)	(\$1,350,000)	(\$2,700,000)	Project is a duplicate project - funds have already been programmed under Cave Creek, Chandler and Fort McDowell Yavapai Nation
Total Fiscal Increase (Decrease) to the FY 2007-2011 MAG TIP:									
						(\$1,350,000)	(\$1,350,000)	(\$2,700,000)	

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... *for your review*

DATE:

August 29, 2006

SUBJECT:

Amendment of Valley Metro Rail Contract

SUMMARY:

The FY 2007 MAG Unified Planning Work Program and Annual Budget, approved by the Regional Council in May 2006, includes a work element to study the 58-mile light rail system configuration and how it will operate. Valley Metro Rail is responsible for this task. The MAG Travel Demand Model will be used to update the demand projections. A peer review of the model is being conducted in October 2006. Valley Metro Rail is requesting that the consultant who developed substantial parts of the model be involved in the peer review. This consultant would provide advice to Valley Metro Rail and MAG for any model refinements that may be recommended through the peer review process. It is proposed that the MAG contract with Valley Metro Rail be increased by \$15,000 to provide funding for the model consultant from PB Consult to participate in the peer review process.

PUBLIC INPUT:

No input has been received.

PROS & CONS:

PROS: The involvement of the model consultant from PB Consult in the peer review would insure that the reviewers are provided the best possible information as quickly as possible and that the MAG model continues to incorporate the latest refinements for modeling transit services.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The MAG Travel Demand Model is extremely complicated program that is used on a daily basis to provide forecasts for use by MAG member agencies. The model consultant from PB Consult will help prepare and present information about the model to the peer reviewers so they can determine if the model produces results that are state of the practice.

POLICY: The peer review will provide confidence to member agencies that the MAG travel demand model provides reliable estimates of demands on infrastructure and services.

ACTION NEEDED:

Recommend amending the Valley Metro Rail contract to increase the budget by \$15,000 to have the MAG Travel Demand Model consultant from PB Consult participate in the peer review process.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Mark Schlappi, (602) 254-6300



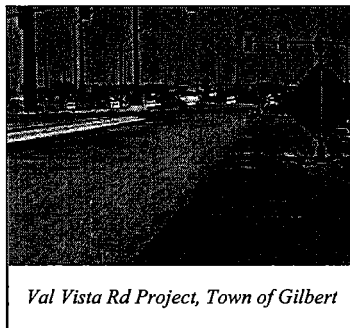
TRANSPORTATION DIVISION

Arterial Life Cycle Program (ALCP) – Status Report

April – June 2006

ALCP Project Status: April – June 2006

With the help and commitment of the involved jurisdictions, the fiscal year 2007 (FY07) ALCP and the ALCP Policies and Procedures were approved on June 28, 2006. This marks the end of FY06 and the beginning of the first full fiscal year of the ALCP implementation.



In FY06, the ALCP updated ALCP Project information and integrated the changes into the MAG Transportation Improvement Program (TIP) and the MAG Regional Transportation Plan (RTP) Update.

Also during this time, the ALCP finalized and successfully began implementing the Program's Project Requirements: a Project Overview, Project Agreement, and Project Reimbursement Requests. By the end of June 2006, MAG received seven Project Overviews, signed two Project Agreements, one with the City of Chandler and one with the City of Peoria, and received the first ALCP Project Reimbursement Request, which was from the City of Peoria for the Lake Pleasant Parkway

project.

Table 1, located on pages 4 and 5, provides the status on Project Requirements and Project work. This table only lists the current and advanced projects that are underway. Current projects are those programmed for work and reimbursement in FY 2006. Advanced projects are funded by the local/Lead Agency and reimbursed later in the program, consistent with the original funding phase listed in the RTP and ALCP.

The work status field provides a snapshot of what has been completed and what is underway at this time. Projects that are underway will submit regular progress reports, either with the request for payment or by project milestone.

Looking ahead to FY07, the ALCP will have 40 projects underway and \$56 million is programmed for reimbursement.

This is the second Status Report for the Arterial Life Cycle Program (ALCP). Each quarter, MAG staff will provide member agencies with an update on the projects in the ALCP. As the program progresses, the information provided in this report will be updated.

ALCP Revenue & Finance: April - June 2006

For the period April to June 2006, \$10,141,696 was collected from tax revenues for the ALCP Regional Area Road Fund (RARF) account, as seen in Table 2. In June 2006, the City of

Peoria submitted a Project Reimbursement Request for \$7,027,000. MAG approved the request and sent it to the Arizona Department of Transportation (ADOT) for payment.

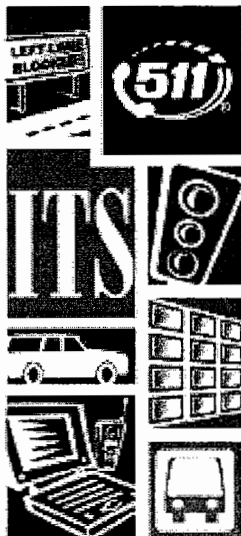
In FY06 (January – June) the collections for the ALCP RARF account were 7.6 percent higher than expected. The additional \$1.2 million will be used to lower the ALCP's bonding program and to prepare for future economic cycles.

As noted in Table 3, the tax revenues collected in this quarter for RARF were \$96,003,337. This collection was 8.8 percent above the estimated amount for this period.

TABLE 2 April - June 2006 Regional Area Road Fund (RARF) Collections				
	April	May	June	Total
Freeways	\$ 18,138,185.47	\$ 17,496,497.10	\$ 18,063,296	\$ 53,697,978
Arterial Streets	\$ 3,497,962.03	\$ 3,268,918.50	\$ 3,374,815	\$ 10,141,696
Transit	\$ 11,093,536.71	\$ 10,367,141.52	\$ 10,702,985	\$ 32,163,663
Prop. 400 (total)	\$ 32,729,684.21	\$ 31,132,557.12	\$ 32,141,096	\$ 96,003,337

TABLE 2 April - June 2006 Regional Area Road Fund (RARF) Collections Actual v. Estimate and % Difference			
Month	Estimate Total RARF	Actual Total RARF	% Difference
April	\$ 30,489,000	\$ 32,729,684	9.7%
May	\$ 28,757,000	\$ 31,132,557	8.3%
June	\$ 28,989,000	\$ 32,141,096	10.9%
Total	\$ 88,235,000	\$ 96,003,337	8.8%

Arterial Intelligent Transportation Systems (ITS) Program



The MAG RTP designated a system-wide Intelligent Transportation System (ITS) program for Arterials with dedicated funding through the ALCP in the amount of \$55.8 million (2006\$). The ALCP has programmed the regional reimbursements for the Arterial ITS Program from FY08 to FY18.

The MAG ITS Committee and MAG staff are currently establishing the Arterial ITS Program guidelines, which will direct and manage Arterial ITS projects. The Program will allow yearly submission of ITS projects that will be evaluated by established measures, and then programmed in the Arterial ITS Program. The Arterial ITS Program will also follow general ALCP Policies and Procedures; it will keep to the ALCP schedule, base project reimbursements on a minimum 30 percent local match, and adhere to the reporting requirements of Proposition 400 and the ALCP.

Currently the Arterial ITS Program guidelines are in draft format and will be finalized in August 2006.

For further information, please contact Sarath Joshua at sjoshua@mag.maricopa.gov.

FY07 Arterial Life Cycle Program Schedule



Fiscal Year 2006-2007 Arterial Life Cycle Program Schedule	
August	24th: Transportation Review Committee (TRC) - ALCP Status Report - MAG Staff to work with MAG ITS Committee regarding ALCP – ITS funded projects for FY2008-2012
September	28th: TRC – Present ALCP Administrative Adjustment* 6th, 20th, 27th: Management Committee (MC), Transportation Policy Committee (TPC) and Regional Council (RC): - ALCP Status Report
October	4th, 11th, 25th: MC, TPC and RC – Present ALCP Administrative Adjustment* 26th: TRC – ALCP Status Report
November	8th, 15th: MC, TPC – ALCP Status Report - Release ALCP information for 2008-2012 TIP Update
December	13th: RC –ALCP Status Report
January	5th: Information due for ALCP Projects in 2007-2012 for the TIP Report - TRC – ALCP Status Report
February	9th: Information due for ALCP Projects in 2013-2026 for the RTP Update and Air Quality Conformity Analysis (AQCA) - MC, TPC, RC – ALCP Status Report - TRC –TIP Report and RTP Update for AQCA are presented
March	- MC, TPC, RC –TIP Report and RTP Update for AQCA are presented
April	- ALCP Working Group – Final review of updated information for the FY08 ALCP - TRC – ALCP Status Report
April/May	- TIP Report and RTP Update undergoes AQCA
May	- TRC - Present Draft FY 2008 ALCP - MC, TPC, RC - ALCP Status Report
June	- MC, TPC and RC - Present Draft FY 2008 ALCP and FY2008 ALCP Schedule

**If necessary*

TABLE 1

ARTERIAL STREET LIFE CYCLE PROGRAM

April - June 2006, Status of Projects Underway

(2005 and YOY, Dollars in Millions, Consistent with the Oct. 26, 2005 ALCP)

Lead Agency & Facility	Project Requirement Completed	Status	Regional Funding Disbursements			Total Expenditures			Year for Final Constr.	Years for Reimb.	Other Project Information	
			S=Study, P=Pre-Design, D=Design, R=Right of Way, C=Const, C/O=Closed out	Programmed FY06 Reimburs.	Estimated Future Disburse.: FY 2007-2006 (2005 Dollars)	Total Disburse.: FY 2006-2006 (2005 Dollars)	Expend. through FY 2006 (YOE Dollars)	Estimated Future Expend. FY 2006-2006 (2005 Dollars)				Total Expend. FY 2006-2006 (2005 Dollars)
CHANDLER												
Arizona Ave. at Chandler Blvd.	PO, PA	D, R, C			3.351		7.448		7.448	2006	2014	Project has been advanced from Phase 2 to Phase 1 and reimbursement will be in 2014.
Arizona Ave. at Elliot Rd.	PO	D, R, C			3.351		4.176	0.76	4.176	2006	2022	Project has been advanced from Phase 4 to Phase 1 and reimbursement will be in 2022.
Arizona Ave. at Ray Rd.	PO	D, R			3.351		0.762	5.891	0.762	2007	2007	
Chandler Blvd. at Dobson Rd.	PO	D		0.055	3.351		0.336	7.07	0.336	2008	2006-2008	
Queen Creek Rd. Arizona Ave to McQueen Rd - SEGMENT A		D,R			3.9		1.2	8.86	1.2	2007	2011-2012	Segment A has been advanced from Phase 2 to Phase 1 and reimbursement will be in 2011-2012.
Ray at Alma School Rd	PO			0.35	3.351			9.709		2008	2006-2008	
GILBERT												
Val Vista Rd: Warner Rd to Pecos Rd		D,R,C			9.838			20.353		2006	2007-2008, 2008, 2015	Project has been advanced and reimbursement funds have been exchanged with Elliot/Cooper & Guadalupe/Cooper projects. Reimb. will be in 2007-2008, 2015.
Warner Rd.: Cooper Rd.		D		0.183	3.351			5.619		2008	2006-2008	
MARICOPA COUNTY												
Northern Ave.: Dysart Rd. to SR-303L		P, D			54.055			77.221		2010	2007-2010	Project Design is underway and the reimbursement has been deferred from FY06 to FY07.
MARICOPA COUNTY/MESA												
ORIGINAL - Power Rd.: Baseline Rd. to Galveston					16.108			23.011		2008	2006-2008	The original RTP project has been divided into 2 segments. The project has been advanced and the reimbursement funds have been exchanged and the entire project will be reimbursed in FY06 – FY08 from the deferral of Mesa's Southern Avenue project.
SEGMENT A - Power Rd: Ease Maricopa Floodway (EMF) to Galveston		P,D		0.124	9.108			11.107		2008	2006-2008	This segment has been advanced and the reimbursement funds have been exchanged and the entire project will be reimbursed in FY06 – FY08 from the deferral of Mesa's Southern Avenue project.

Project Requirement Completed	Status	Regional Funding Disbursements				Total Expenditures			Years for Reimb.	Other Project Information
		S=Study, P=Pre-Design, R=Right of Way, C=Const, C/O=Closed out	Estimated Future Disburse.: FY 2007-2026 (2005 Dollars)	Total Disburse.: FY 2006-2026 (2005 Dollars)	Expend. through FY 2006 (YOE Dollars)	Estimated Future Expend. FY 2006-2026 (2005 Dollars)	Total Expend. FY 2006-2026 (2005 Dollars)	Year for Final Constr.		
Lead Agency & Facility										
SEGMENT B - Power Rd. Baseline Rd to East Maricopa Floodway (EMF)	D, R		7			10		2007	2006-2007	This segment has been advanced and the reimbursement funds have been exchanged and the entire project will be reimbursed in FY06 - FY08 from the deferral of Mesa's Southern Avenue project.
MESA										
Broadway Rd.: Dobson Rd. to Country Club Dr.	P	0.183	6.595			10.975		2009	2006-2009	
Country Club Dr.: University Dr.	P		2.244			3.206		2009	2017	Project has been advanced from Phase 3 to Phase 1 and reimbursement will be in Phase 3. The RTP funds available are \$2.5 million. There is a cost savings of \$0.2 million.
Dobson Rd.: Guadalupe Rd.	P	0.068	1.957			2.796		2009	2006-2009	The RTP funds available are \$2.5 million. There is a cost savings of \$0.5 million.
Gilbert Rd.: University Dr.	D, R		2.487			5.221		2007	2021	Project has been advanced from Phase 4 to Phase 1 and reimbursement will be in Phase 4.
ORIGINAL: Greenfield Rd: University Dr. to Baseline Rd.			9.622			19.363		2010	2006-2010	The original RTP project has been divided into 2 segments. The project has been advanced and the reimbursement funds have been exchanged and the entire project will be reimbursed in FY06 - FY08 from the deferral of Mesa's Southern Avenue Project.
SEGMENT A - Greenfield Rd: Baseline Rd to Southern	D	0.364	5.001			7.144		2008	2006-2008	
McKellips Rd.: Gilbert Rd. to Power Rd	S		27			26.95		2013	2007-2013	Part of project has been deferred to Phase 2 from Phase 1 and reimbursement will follow into Phase 2.
MESA										
Southern Ave: Country Club Dr to Recker Rd	S		7.9			11.3		2015	2007-2015	Part of project has been deferred from Phase 1 to Phase 2 and reimbursement will follow to Phase 2. The deferred reimbursements have been exchanged with Power Road project.
PEORIA										
Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd - SEGMENT A	D, R		8.649			12.356		2006	2022-2024	Segment A has been advanced from Phase 4 to Phase 1 & 2 and the reimbursement will be in Phase 4.
Lake Pleasant Pkwy: Union Hills Dr to Dynamite Rd, 4 lane portion - SEGMENT B	D, R, C	7.027	15.041	7.027	19.124	48.049	19.124	2006	2006-2007, 2011-2014	Segment B has been advanced from Phase 2 to Phase 1 and part of the reimbursement has been exchanged with Beardsley Connection and reimbursement will be in Phase 1 & 2.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... *for your review*

DATE:

August 29, 2006

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment to the FY 2007-2011 MAG Transportation Improvement Program (TIP). The amendment includes a new City of Phoenix safety improvement project located on Hatcher Road between 19th Avenue and Cave Creek Road for FY 2007. In addition, the amendment includes a new City of Tempe Western Canal multi-use path project for FY 2007, and several new Valley Metro regional transit projects. Comments on the conformity assessment are requested by September 22, 2006.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that the amendment requires consultation on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations and minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum.

PUBLIC INPUT:

Copies of the conformity assessment have been distributed for consultation to the Federal Highway Administration, Federal Transit Administration, Arizona Department of Environmental Quality, Arizona Department of Transportation, Regional Public Transportation Authority, Maricopa County Environmental Services Department, U.S. Environmental Protection Agency, Central Arizona Association of Governments, Pinal County Air Quality Control District, and other interested parties including members of the public.

PROS & CONS:

PROS: Interagency consultation for the amendment notifies the planning agencies of project modifications to the TIP.

CONS: The review of conformity assessment requires additional time in the project approval process.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The amendment may not be considered until the consultation process for the conformity assessment is completed.

POLICY: Federal transportation conformity regulations require interagency consultation on development of the transportation plan, TIP, and associated conformity determinations to include a process involving the Metropolitan Planning Organization, State and local air quality planning agencies,

State and local transportation agencies, Environmental Protection Agency, Federal Highway Administration, and the Federal Transit Administration. Consultation on the conformity assessment has been prepared in accordance with federal regulations, MAG Conformity Consultation Processes adopted by the Regional Council in February 1996 and MAG Transportation Conformity Guidance and Procedures adopted by the Regional Council in March 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: On August 24, 2006, the MAG Transportation Review Committee unanimously recommended to amend and/or adjust the FY 2007-2011 MAG Transportation Improvement Program to add one new Phoenix safety project, deferring and combining three Tempe multi-use path projects and adding several new transit projects, plus making several changes to existing transit projects.

MEMBERS ATTENDING

Maricopa County: Mike Ellegood,
Chairperson
ADOT: Bill Hayden for Dan Lance
Avondale: David Fitzhugh
Buckeye: Thomas Chlebanowski for
Scott Lowe
Chandler: Dan Cook for Patrice Kraus
*El Mirage: B.J. Cornwall
Fountain Hills: Randy Harrel
*Gila Bend: Lynn Farmer
*Gilbert: Tami Ryall
Glendale: Robert Darr for Terry Johnson
*Goodyear: Cato Esquivel
Guadalupe, Jim Ricker

*Litchfield Park: Mike Cartsonis
#Mesa: Jim Huling
Paradise Valley: Robert M. Cicarelli
Peoria: David Moody
Phoenix: Don Herp for Tom Callow
*Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos De Leon
*Wickenburg: Shane Dille
*Valley Metro Rail: John Farry

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Randi
Alcott, RPTA
*Street Committee: Darryl Crossman, City
of Litchfield Park

*Pedestrian Working Group: Eric Iwersen,
City of Tempe
*ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy.

+Attended by Videoconference

CONTACT PERSON:

Dean Giles, MAG, (602) 254-6300.



**MARICOPA
ASSOCIATION of
GOVERNMENTS**

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August 29, 2006

TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
Victor Mendez, Arizona Department of Transportation
Stephen Owens, Arizona Department of Environmental Quality
Dave Boggs, Regional Public Transportation Authority/ Valley Metro
Robert Kard, Maricopa County Air Quality Department
Maxine Leather, Central Arizona Association of Governments
Don Gabrielson, Pinal County Air Quality Control District
Wienke Tax, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED
AMENDMENT TO THE FY 2007-2011 MAG TRANSPORTATION
IMPROVEMENT PROGRAM

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment to the FY 2007-2011 MAG Transportation Improvement Program (TIP). The amendment includes a new City of Phoenix safety improvement project located on Hatcher Road between 19th Avenue and Cave Creek Road for FY 2007. In addition, the amendment includes a new City of Tempe Western Canal multi-use path project for FY 2007, and several new Valley Metro regional transit projects. Comments on the conformity assessment are requested by September 22, 2006.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that the amendment requires consultation on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations and minor project revisions that do not require a conformity determination. The current conformity finding of the TIP and the associated Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on August 17, 2006 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies and other interested parties listed above. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Nancy Wrona, Arizona Department of Environmental Quality

ATTACHMENT

CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT TO THE FY 2007-2011 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The federal transportation conformity rule requires interagency consultation when making modifications to a Transportation Improvement Program (TIP) and Transportation Plan. The consultation processes are also provided in the Arizona Conformity Rule. This information is provided for consultation as outlined in the MAG Conformity Consultation Processes document adopted by the MAG Regional Council on February 28, 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

The amendment includes projects that may be categorized as exempt from conformity determinations and minor project revisions that do not require a conformity determination. Types of projects considered exempt are defined in the federal transportation conformity rule. A minor project amendment is necessary to change the funding source from state and/or local funds to federal funds.

The proposed amendment to the FY 2007-2011 MAG Transportation Improvement Program includes the projects included in the attached table. The project number (if available), the agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The current conformity finding of the TIP and the associated Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on August 17, 2006 remains unchanged by this action.

FY 2007-2011 MAG Transportation Improvement Program Amendment

Project #	Agency	Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
TMP04-224	Tempe	Western Canal: Ken McDonald GC to Baseline Rd (phase 2); Construct multi-use path	2007	CMAQ	\$400,000	\$1,600,000	0	\$2,000,000	Project deferred from FY 2006 to FY 2007, deleted and replaced by combined Western canal project.	Project is considered exempt from conformity requirements under the category "bicycle and pedestrian facilities." The conformity status of the TIP and RTP would remain unchanged.
TMP04-104	Tempe	Western Canal: Price Rd to Kiwanis Park - Phase 1; Design and construct multi-use path	2007	CMAQ	\$300,000	\$1,250,000	0	\$1,550,000	Project deferred from FY 2006 to FY 2007, deleted and replaced by combined Western canal project.	Project is considered exempt from conformity requirements under the category "bicycle and pedestrian facilities." The conformity status of the TIP and RTP would remain unchanged.
TMP06-255	Tempe	Rural Rd: Guadalupe Rd to Ray Rd; Design and construct three pedestrian crossing refuges (phase 1)	2007	STP-MAG	\$30,250	\$500,000	0	\$530,250	Project deferred from FY 2006 to FY 2007, deleted and replaced by a locally funded project. Federal funds transferred to combined Western canal project.	Project is considered exempt from conformity requirements under the category "bicycle and pedestrian facilities." The conformity status of the TIP and RTP would remain unchanged.
TMP04-104R	Tempe	Western Canal: Price Rd to Baseline Rd (phases 1 and 2); Construct multi-use path	2007	CMAQ	\$6,250,000	\$3,350,000	0	\$9,600,000	New multi-use path project added to FY 2007 with \$3,350,000 CMAQ replaces three other projects.	Project is considered exempt from conformity requirements under the category "bicycle and pedestrian facilities." The conformity status of the TIP and RTP would remain unchanged.
PHX07-738	Phoenix	Hatcher Rd: 19th Ave to Cave Creek Rd; Design and construct roadway safety improvements	2007	STP-HES	\$92,625	\$221,785	0	\$314,410	New HES safety project added to FY 2007 with \$221,785 STP-HES funds.	Project is considered exempt from conformity requirements under the category "hazard elimination program." The conformity status of the TIP and RTP would remain unchanged.
Various	Various	Various arterial life cycle program projects	2007-2011	Various	\$19,330,869	\$3,445,000	\$8,180,614	\$30,956,483	Totals of inflation increases for 178 projects.	Minor project revisions for changes in additional funding. The conformity status of the TIP and RTP would remain unchanged.
SCT05-204T	Scottsdale	Construct regional park-and-ride (Loop 101/Scottsdale)	2007	5307	0	\$2,253,629	\$563,407	\$2,817,036	Defer from FY 2006 to FY 2007. Environmental documentation not final.	Minor project revision for change in project schedule. The conformity status of the TIP and RTP would remain unchanged.

FY 2007-2011 MAG Transportation Improvement Program Amendment

Project #	Agency	Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
MES06-207T	Mesa	Construct regional park-and-ride (Loop 202/Greenfield Rd)	2007	STP-AZ	0	\$2,321,238	\$580,309	\$2,901,547	Defer from FY 2006 to FY 2007. Environmental documentation not final.	Minor project revision for change in project schedule. The conformity status of the TIP and RTP would remain unchanged.
VMT06-606T	Valley Metro	Purchase bus: standard - 7 replace	2006	5307	0	\$2,440,200	\$499,800	\$2,940,000	Increase total from \$2,205,000 to \$2,940,000 for bus costs. Replaced by new project in FY 2007.	Minor project revisions for changes in additional funding and schedule. The conformity status of the TIP and RTP would remain unchanged.
PHX01-902TR3	Phoenix	Construct West Valley Operations Facility	2006	5309	0	(\$18,772,800)	(\$4,693,200)	(\$23,466,000)	Federal funds to be repaid over several years. Replaced by two new projects in FY 2007.	Minor project revision for change in project schedule. The conformity status of the TIP and RTP would remain unchanged.
TMP04-401TR3	Tempe	Construct East Valley Operations Facility (Phase 3 of 3)	2006	5309	0	(\$18,118,400)	(\$4,529,600)	(\$22,648,000)	Federal funds to be repaid over several years. Replaced by two new projects in FY 2007.	Minor project revision for change in project schedule. The conformity status of the TIP and RTP would remain unchanged.
PHX06-639T	Phoenix	Construct Regional Heavy Maintenance Facility	2006	5309	0	(\$24,064,000)	(\$6,016,000)	(\$30,080,000)	5309 allocation to be applied to design. New project added in FY 2007.	Minor project revision for change in project schedule. The conformity status of the TIP and RTP would remain unchanged.
VMT06-606TR	Valley Metro	Purchase bus: standard - 7 replace	2007	5307	0	\$2,440,200	\$499,800	\$2,940,000	Replaces deleted project.	Minor project revision for changes in additional funding and schedule. The conformity status of the TIP and RTP would remain unchanged.
PHX07-712T	Phoenix	Advance Construct West Valley Operations Facility	2007	5309	0	0	\$23,466,000	\$23,466,000	Replaces deleted project.	Minor project revision for change in project schedule. The conformity status of the TIP and RTP would remain unchanged.
TMP07-703T	Tempe	Advance Construct East Valley Operations Facility (Phase 3 of 3)	2007	5309	0	0	\$22,648,000	\$22,648,000	Replaces deleted project.	Minor project revision for change in project schedule. The conformity status of the TIP and RTP would remain unchanged.
PHX07-713T	Phoenix	Repayment of Advance Construct West Valley Operations Facility	2007	5309	0	\$1,941,786	(\$1,941,786)	0	Replaces deleted project.	Minor project revision for change in project schedule. The conformity status of the TIP and RTP would remain unchanged.
TMP07-704T	Tempe	Repayment of Advance Construct East Valley Operations Facility	2007	5309	0	\$2,227,322	(\$2,227,322)	0	Replaces deleted project.	Minor project revision for change in project schedule. The conformity status of the TIP and RTP would remain unchanged.

FY 2007-2011 MAG Transportation Improvement Program Amendment

Project #	Agency	Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
PHX07-714T	Phoenix	Design Regional heavy maintenance facility	2007	5309	0	\$190,357	\$47,589	\$237,946	Replaces deleted project.	Project is considered exempt from conformity requirements under the category "engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action" The conformity status of the TIP and RTP would remain unchanged.
PHX07-715T	Phoenix	Bus Digital Video Recorders	2007	5307	0	\$376,890	\$273,433	\$650,323	New Project for Security/Safety 1%.	Project is considered exempt from conformity requirements under the category "purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)" The conformity status of the TIP and RTP would remain unchanged.
VMT07-721T	Valley Metro	Mid-life Engine Replacement/Upgrade	2007	5307	0	\$1,111,435	\$277,859	\$1,389,294	New Project for balance of 5307 funds.	Project is considered exempt from conformity requirements under the category "rehabilitation of transit vehicles." This project is in compliance with applicable implementation plan control measures. The conformity status of the TIP and RTP would remain unchanged.
AVN07-701T	Avondale	Operating: Operating Assistance	2007	5307	0	\$958,078	\$958,078	\$1,916,156	New Project for Avondale Urbanized Area Allocation.	Project is considered exempt from conformity requirements under the category "operating assistance to transit agencies" The conformity status of the TIP and RTP would remain unchanged.
PHX07-716T	Phoenix	Design Para-transit Facility (Dial-A-Ride)	2007	5309	0	\$190,357	\$47,589	\$237,946	New project for 5309 earmark.	Project is considered exempt from conformity requirements under the category "engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action" The conformity status of the TIP and RTP would remain unchanged.

FY 2007-2011 MAG Transportation Improvement Program Amendment

Project #	Agency	Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
SCT07-702T	Scottsdale	Design/Construct Intermodal Center	2007	5309	0	\$1,277,793	\$722,207	\$2,000,000	New project for 5309 earmark.	Project is considered exempt from regional emissions analyses under the category of "bus terminals and transfer points." The conformity status of the TIP and RTP would remain unchanged.
PHX07-717T	Phoenix	Purchase bus: standard - 5 expand	2007	5309	0	\$1,485,000	\$304,157	\$1,789,157	New project for 5309 earmark.	Project is considered exempt from conformity requirements under the category "purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." This project is in compliance with applicable implementation plan control measures. The conformity status of the TIP and RTP would remain unchanged.
MMA07-701T	Maricopa County	Operating: Operating Assistance	2007	5316	0	\$1,293,611	\$1,293,611	\$2,587,222	New project for 5316 Job Access Reverse Commute (JARC) allocation.	Project is considered exempt from conformity requirements under the category "operating assistance to transit agencies" The conformity status of the TIP and RTP would remain unchanged.
PHX07-718T	Phoenix	Program Administration	2007	5316	0	\$143,734	0	\$143,734	New project for 5316 (JARC) allocation.	Project is considered exempt from conformity requirements under the category "specific activities which do not involve or lead directly to construction" The conformity status of the TIP and RTP would remain unchanged.
PHX07-719T	Phoenix	Program Administration	2007	5317	0	\$81,625	0	\$81,625	New project for 5317 (New Freedoms) allocation.	Project is considered exempt from conformity requirements under the category "specific activities which do not involve or lead directly to construction" The conformity status of the TIP and RTP would remain unchanged.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... *for your review*

DATE:

August 29, 2006

SUBJECT:

Consultant Selection for the MAG Air Quality Technical Assistance On-Call Services Request for Qualifications

SUMMARY:

The FY 2007 MAG Unified Planning Work Program and Annual Budget includes potential consultant assistance for air quality planning and modeling activities. Consultant services may be needed to assist MAG in the preparation of the Five Percent Plan for PM-10 and Eight-Hour Ozone Plan due to the Environmental Protection Agency in 2007. A request for qualifications was advertised on July 2, 2006 for technical assistance in air quality modeling, conformity, and development of regional air quality plans.

Twelve proposals were received by the August 1, 2006 deadline. They were submitted by Countess Environmental, E.H. Pechan and Associates, Envair, ENVIRON, Environmental Quality Management, ICF International, Kleinfelder, MACTEC, Meszler Engineering Services, Sierra Research, Technical & Business Solutions, and Weston Solutions. A multi-jurisdictional Proposal Evaluation Team consisting of Arizona Department of Environmental Quality, Arizona Department of Transportation, the cities of Glendale, Mesa, and Phoenix, Maricopa County, and MAG staff reviewed the proposals on August 10, 2006. The consensus of the multi-jurisdictional evaluation team was to recommend to MAG that the following firms be qualified for the Air Quality Technical Assistance On-Call Services in selected areas of expertise: E.H. Pechan and Associates (for Air Quality Modeling Expertise), ENVIRON, Sierra Research, and Technical & Business Solutions.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: The procurement of on-call consultant services will enable MAG to obtain technical expertise in air quality modeling and plan development required for the MAG Five Percent Plan for PM-10 and Eight-Hour Ozone Plan for the nonattainment areas in Maricopa County.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The procurement of technical assistance will provide consultant expertise to MAG in several areas, including: analysis of control measures, air quality modeling, air quality monitoring and meteorology, implementation of control measures, surveys and emissions inventories, statistical analysis of data, remote sensing, air quality plan preparation, CMAQ evaluation methods, and transportation conformity.

POLICY: In July 2002, the Environmental Protection Agency published a final rule approving the Revised MAG 1999 Serious Area Particulate Plan for PM-10. The Revised MAG 1999 Serious Area Particulate Plan includes most stringent measures, a modeling attainment demonstration showing attainment of the standard no later than December 31, 2006, and a request to extend the attainment date from 2001 to 2006. The region is not expected to attain the standard in 2006 due to elevated monitor data recorded in late 2005 and early 2006. MAG is currently conducting the regional air quality modeling required for development of a MAG Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area by December 31, 2007.

In addition, the Environmental Protection Agency published the final rule designating eight-hour ozone nonattainment areas, effective June 15, 2004. The eight-hour ozone nonattainment area in Maricopa and Pinal counties is classified under Subpart 1, referred to as "Basic" nonattainment, with an attainment date of June 15, 2009. MAG is currently conducting the regional air quality modeling required for development of a Eight-Hour Ozone Plan for the Maricopa County Nonattainment Area by June 15, 2007.

ACTION NEEDED:

Recommend approval of the following firms for the Air Quality Technical Assistance On-Call Services for an amount not to exceed \$250,000: E.H. Pechan and Associates be qualified in Air Quality Modeling; ENVIRON be qualified in Analysis of Control Measures, Air Quality Modeling, Implementation of Control Measures, Statistical Analysis of Data, Remote Sensing, Air Quality Plan Preparation, CMAQ Evaluation Methods, and Transportation Conformity; Sierra Research be qualified in Analysis of Control Measures, Air Quality Modeling, Implementation of Control Measures, Surveys and Emissions Inventories, Statistical Analysis of Data, Air Quality Plan Preparation, CMAQ Evaluation Methods, and Transportation Conformity; and that Technical & Business Systems be qualified in Analysis of Control Measures, Air Quality Modeling, Air Quality Monitoring and Meteorology, Statistical Analysis of Data, Remote Sensing, and Air Quality Plan Preparation.

PRIOR COMMITTEE ACTIONS:

On August 10, 2006, a multi-jurisdictional Proposal Evaluation Team reviewed the proposals. The consensus of the multi-jurisdictional evaluation team was to recommend to MAG that the following firms be qualified for the Air Quality Technical Assistance On-Call Services in selected areas of expertise: E.H. Pechan and Associates be qualified in Air Quality Modeling; ENVIRON be qualified in Analysis of Control Measures, Air Quality Modeling, Implementation of Control Measures, Statistical Analysis of Data, Remote Sensing, Air Quality Plan Preparation, CMAQ Evaluation Methods, and Transportation Conformity; Sierra Research be qualified in Analysis of Control Measures, Air Quality Modeling, Implementation of Control Measures, Surveys and Emissions Inventories, Statistical Analysis of Data, Air Quality Plan Preparation, CMAQ Evaluation Methods, and Transportation Conformity; and that Technical & Business Systems be qualified in Analysis of Control Measures, Air Quality Modeling, Air Quality Monitoring and Meteorology, Statistical Analysis of Data, Remote Sensing, and Air Quality Plan Preparation.

Proposal Evaluation Team

Maricopa County: Jo Crumbaker
City of Phoenix: Gaye Knight
Arizona Department of Environmental
Quality: Peter Hyde
City of Mesa: Scott Bouchie

City of Glendale: Doug Kukino
Arizona Department of Transportation
Beverly Chenausky
MAG staff: Lindy Bauer, Cathy Arthur, and
Dean Giles

CONTACT PERSON:

Dean Giles, MAG, (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

August 29, 2006

SUBJECT:

Recommendations to the Arizona Department of Transportation for the FTA Elderly and Persons with Disabilities Transportation Program's Auxiliary Applications

SUMMARY:

On September 5, 2006, the MAG FTA Elderly and Persons with Disabilities Transportation (EPDT) Ad Hoc Committee will rank the auxiliary applications for the Federal Transit Administration (FTA) Section 5310 funding. The MAG Regional Council approved the Committee's rankings in April 2006 for the applications received during the regular cycle for 2006. The auxiliary applications are for additional vehicles that have been made available since that time.

Applications are due from the agencies on September 1, 2006 and need to be ranked and submitted to the Arizona Department of Transportation (ADOT) by September 8, 2006. FTA provides these funds to ADOT for capital assistance to agencies and public bodies that provide transportation services for people who are elderly and for people who have a disability.

The ranking provided by MAG is considered by ADOT in determining which applicants are to be awarded. ADOT procures accessible and non-accessible passenger vans and ancillary equipment with these funds. The FTA provides 80 percent of the award cost, and the applicant provides a 20 percent match plus 2.5 percent to cover costs related to state program administration. Mainly accessible vehicles are available through this auxiliary application. Non-accessible vehicles may be requested but will likely not be awarded unless more are made available at a later date.

PUBLIC INPUT:

A public notice was published in *The Arizona Republic* on August 25, 2006. No public comments were received.

PROS & CONS:

PROS: These additional vans will help to meet increased need for human services transportation for elderly and people with disabilities.

CONS: Even with additional vans being available, the MAG region does not receive EPDT Program capital awards in relation to its population. Applicants continue to project growth in the number of people who will require special transportation.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: All awards meet requirements and inspection standards of federal laws and regulations including the Americans with Disabilities Act (ADA). ADOT takes care of the technical specifications, procures the equipment, and satisfies all inspection requirements before delivery. ADOT holds liens on vehicles for four years or 100,000 miles, whichever comes first.

POLICY: The Arizona Department of Transportation receives Elderly and Persons with Disabilities Transportation Program funds on a formula basis from the U.S. Department of Transportation, Federal Transit Administration. STP funds are targeted at vehicle replacement needs in predominately rural areas, including rural areas of mostly urban counties such as Maricopa.

ACTION NEEDED:

Recommend forwarding the priority listing of applicants for FTA Elderly and Persons with Disabilities Transportation Program to the Arizona Department of Transportation.

PRIOR COMMITTEE ACTIONS:

The MAG Ad Hoc Elderly and Persons with Disabilities Transportation Committee will rank the auxiliary applications on September 5, 2006. The rankings will be provided to the Management Committee.

MEMBERS:

Jim Rumpeltes, City of Surprise, Committee Chair

Lorenzo Aguirre, City of El Mirage

Terri Collins, RPTA

Ken-Ichi Maruyama, Town of Gilbert

Matt Dudley, City of Glendale

Connie Fraijo, AZ Department of Economic Security

Mitchell Foy, City of Mesa

CONTACT PERSON:

Amy St. Peter, MAG Human Services Manager, 602.254.6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

August 29, 2006

SUBJECT:

Request to Support Maintaining Social Service Block Grant Funding

SUMMARY:

In February 2006, the MAG Regional Council approved allocation recommendations for more than \$4 million in Social Service Block Grant (SSBG) locally planned funds. In June 2006, the MAG Regional Council approved a revised allocation plan for SSBG that reflected a 19.722 percent cut being proposed at the federal level. In June and August 2006, the MAG Human Services Technical and Coordinating Committees voted in favor of requesting that Congress vote against the proposed funding cut and to maintain funding for SSBG at the 2006 level. This item is presented on the agenda for action to recommend approval of this request.

SSBG funding supports social services in four main target groups: adults, families and children; elderly, persons with disabilities; and persons with developmental disabilities. The locally planned dollars are prioritized to support basic services such as shelter, case management and employment assistance. The proposed cut would reduce funding for services by more than \$750,000. This reduction in funding would result in services being scaled back or eliminated entirely. Limited or a lack of services would have a negative impact on an already fragile population. In addition, the flexibility of SSBG allows agencies to use these funds as leverage to secure other funding. Losing SSBG dollars results in the loss of other dollars dependent on this leverage.

PUBLIC INPUT:

The opportunity for public input was given at the June MAG Human Services Coordinating Committee meeting and the August MAG Human Services Technical Committee meeting. No input was given by the public.

PROS & CONS:

PROS: The advantage of maintaining SSBG funding is this may help to maintain important services for a vulnerable population. Agencies rely on SSBG not just for the direct support it provides for critical services, but for the way it can be used to leverage other funding sources. Reduced funding for SSBG would result in services being limited or eliminated. It may also prompt the social service agencies to approach other funders to cover the shortfall.

CONS: The only negative impact of sustaining funding in one area is the recognition that even level funding is in reality a cut in funding after taking inflation into account. Costs continue to increase while many funding sources at best are held level. Other funding sources are also facing the threat of reduced support. In the long run, this will inevitably negatively impact the ability of agencies to provide services.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Reduced SSBG funding may negatively impact the ability of agencies to access other funding sources. The flexibility of SSBG dollars makes it an ideal funding source and very often is the backbone of small programs. In addition, SSBG funding closes the gap left by other more restrictive grants by covering costs not always allowed by other funding sources. Losing this flexibility may force

agencies to adhere to stricter eligibility guidelines that prohibit more people from accessing vital services.

POLICY: There may be an impact on the cities and towns both in terms of funding and service delivery. Agencies facing a shortfall in funding may approach the cities and towns for financial assistance. In addition, limited service delivery will leave more residents in need. They will either go without these services and their quality of life will suffer, or they will approach the city or town to provide the service directly.

ACTION NEEDED:

Recommend approval to request Congress to not support the 19.722 percent proposed cut to the Social Services Block Grant and to maintain the current funding level.

PRIOR COMMITTEE ACTIONS:

On August 10, 2006, the MAG Human Services Technical Committee unanimously voted in favor of requesting that Congress not support the proposed 19.722 percent cut to and to maintain the current funding level for SSBG.

MEMBERS ATTENDING

- | | |
|---|---|
| <ul style="list-style-type: none">* Carl Harris-Morgan, Gilbert, Chairman* Lorenzo Aguirre, El MirageJudy Bowden, Mesa United WayMoises Gallegos, Phoenix* Paige Garrett, Glendale Human Services Council* Kate Hanley, Tempe Community Council* Connie James, Scottsdale* Mary Lynn Kasunic, Area Agency on AgingMargarita Leyvas, Maricopa CountyJoy McClain, Tolleson* Joyce Lopez-Powell, VSUW* Dan Lundberg, Surprise | <ul style="list-style-type: none">Doris Marshall, PhoenixJeff Young for Sandra Mendez, DES/CSARex Critchfield for Kyle Moore, DES/ACYFCharlene Moran Flaherty for Susan Neidlinger, DES/DDDSandra Reagan, Southwest Community NetworkSylvia Sheffield, Avondale* Judy Tapscott, TempeWayne Tormala, Phoenix, Vice Chair+ Patrick Tyrrell, ChandlerPatricia Nightingale for Neal Young, Phoenix |
|---|---|

+ Those members present by audio/videoconferencing.

*Those members neither present nor represented by proxy.

On June 15, 2006, the MAG Human Services Coordinating Committee unanimously voted in favor of requesting that Congress not support the proposed 19.722 percent cut to and to maintain the current funding level for SSBG.

COMMITTEE MEMBERS ATTENDING

- | | |
|---|---|
| <ul style="list-style-type: none">* Supervisor Mary Rose Wilcox, Maricopa County, ChairMayor Marie Lopez-Rogers, Avondale, Vice Chair+ Councilmember Rob Antoniak, Goodyear+ Councilmember Dave Crozier, Gilbert+ Councilmember Roy Delgado, El MirageCharlene Moran Flaherty, DES/CSA* Councilmember Hut Hutson, Tempe | <ul style="list-style-type: none">* Councilmember Kyle Jones, MesaCouncilmember Manuel Martinez, Glendale+ Jim McCabe, Area Agency on AgingJudy Bowden for Carol McCormack, Mesa United WayJayson Matthews for Janet Regner, Representative for Tempe Community Council |
|---|---|

*Those members neither present nor represented by proxy.

+Those members present by audio/videoconferencing.

CONTACT PERSON: Amy St. Peter, Human Services Manager, 602.254.6300

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:

August 29, 2006

SUBJECT:

Proposed Amendment to the FY 2007 Unified Planning Work Program and Annual Budget for the I-8/I-10 Hidden Valley Roadway Framework Study

SUMMARY:

A regional roadway framework study of the Interstates 8 and 10 - Hidden Valley area has been requested by the Maricopa Association of Governments (MAG), the Arizona Department of Transportation (ADOT), Maricopa County Department of Transportation (MCDOT), Pinal County Department of Public Works, the Cities of Goodyear and Maricopa, and the Town of Buckeye to assess the future demands for Interstates 8 and 10 in Western Maricopa and Pinal Counties. To accomplish this goal, the study is recommended to contain a regional roadway framework study for establishing connections with the Interstates, and other regional roadways, including the SR-303L/Estrella Freeway extension, SR-84, SR-85, SR-87, SR-238, SR-347, and SR-587. Recommendations from this study may be incorporated into future updates of the Regional Transportation Plan.

MAG has been asked to serve as the lead agency given the regional nature of this project. Project partners who are providing financial support include ADOT, MCDOT, Pinal County Department of Public Works, the Cities of Goodyear and Casa Grande, and the Town of Buckeye. The project is estimated to cost approximately \$770,000. MAG's proposed share of \$200,000 has been included in the FY2007 MAG Unified Planning Work Program.

An amendment to the FY 2007 MAG Unified Planning Work Program and Annual Budget is needed to increase the study budget by \$570,000, with the following agencies contributing to the study: Arizona Department of Transportation, \$100,000; Maricopa County Department of Transportation, \$200,000; Pinal County Public Works Department, \$150,000; Town of Buckeye, \$40,000; City of Goodyear, \$40,000; City of Maricopa, \$40,000. The increase will not require additional funds from MAG, and will be paid by the financial participation of the project partners identified above.

The project will receive oversight from a Study Review Team consisting of MAG, CAAG, ADOT, the Federal Highway Administration (FHWA), and the cities, Indian Communities and counties within the study area.

PUBLIC INPUT:

No public input has been received concerning the specific requested change.

PROS AND CONS:

PROS: A framework comprising regional connections and roadways will be established for this portion of the MAG region, where little transportation infrastructure is available. Recommendations from this project will guide development of the transportation infrastructure and protect the existing investments by MAG and ADOT. The project also represents a significant element for future updates of the Regional Transportation Plan.

CONS: Without a framework for regional connections and roadways, development of the Hidden Valley will proceed, and thereby strain the existing and future transportation infrastructure in this portion of the MAG region; especially Interstate 10, the region's primary commercial and freight corridor.

TECHNICAL AND POLICY IMPLICATIONS:

TECHNICAL: Planning in this portion of the region expands the urban transportation modeling area maintained by MAG (approximately 355th Avenue); this project's study boundary is recommended as 459th Avenue.

POLICY: Recommendations from this project will provide transportation planning guidance to MAG, ADOT, CAAG, FHWA, Maricopa County, Pinal County Department of Public Works, the Town of Buckeye, the Cities of Goodyear and Maricopa. The project will recommend regional connections and roadways to be included as part of the regional transportation planning process, and for possible incorporation into a future update of the Regional Transportation Plan.

ACTION NEEDED:

Recommend approval of an amendment to the FY 2007 MAG Unified Planning Work Program and Annual Budget to increase the I-8/I-10 Hidden Valley Roadway Framework Study by \$570,000, with the following agencies contributing to the study: Arizona Department of Transportation, \$100,000; Maricopa County Department of Transportation, \$200,000; Pinal County Public Works Department, \$150,000; Town of Buckeye, \$40,000; City of Goodyear, \$40,000; City of Maricopa, \$40,000.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: On August 24, 2006, the Transportation Review Committee was provided an overview of the study by MAG staff. The item was on the agenda for information and discussion.

MEMBERS ATTENDING

Maricopa County: Mike Ellegood, Chair
ADOT: Bill Hayden for Dan Lance
Avondale: David Fitzhugh
Buckeye: Thomas Chlebanowski for
Scott Lowe
Chandler: Dan Cook for Patrice Kraus
* El Mirage: B.J. Cornwall
Fountain Hills: Randy Harrel
* Gila Bend: Lynn Farmer
* Gilbert: Tami Ryall
Glendale: Robert Darr for Terry Johnson
* Goodyear: Cato Esquivel
Guadalupe: Jim Ricker

* Litchfield Park: Mike Cartsonis
Mesa: Jim Huling
Paradise Valley: Robert M. Cicarelli
Peoria: David Moody
Phoenix: Don Herp for Tom Callow
* Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos De Leon
* Wickenburg: Shane Dille
* Valley Metro Rail: John Farry

EX-OFFICIO MEMBERS ATTENDING

* Regional Bicycle Task Force: Randi Alcott
* Street Committee: Darryl Crossman
* Members neither present nor represented by proxy.

Pedestrian Working Group: Eric Iwersen
* ITS Committee: Alan Sanderson

+ - Attended by Videoconference
- Attended by Audioconference

CONTACT PERSON:

Bob Hazlett, 602 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

August 29, 2006

SUBJECT:

2006 Annual Report on the Status of the Implementation of Proposition 400

SUMMARY:

Arizona Revised Statute 28-6354 requires that MAG issue an annual report on the status of projects funded by the half-cent sales tax authorized by Proposition 400. The 2006 Annual Report is the second report in this series. State law also requires that MAG hold a public hearing on the report after it is issued. A public hearing on the Draft 2006 Annual Report has tentatively been scheduled for October 19, 2006. At the September Management Committee Meeting, MAG staff will report on the key findings and issues identified in the Draft 2006 Annual Report.

The Draft 2006 Annual Report on the Status of the Implementation of Proposition 400 addresses project construction status, project financing, changes to the MAG Regional Transportation Plan, and criteria used to develop priorities. In addition, background information is provided on the overall transportation planning, programming and financing process. All projects for the major transportation modes, as defined in the MAG Regional Transportation Plan, are being monitored, whether they specifically receive sales tax funding or not. The annual report process draws heavily on data from the Freeway/Highway, Arterial Street, and Transit Life Cycle Programs.

PUBLIC INPUT:

A public hearing on the Draft 2006 Annual Report has tentatively been scheduled for October 19, 2006 at the MAG office.

PROS & CONS:

PROS: Preparation of the Annual Report on the Status of the Implementation of Proposition 400 is required by State law.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The information in the Annual Report represents a "snapshot" of the status of the Proposition 400 program. As new information becomes available, it will be incorporated into subsequent annual updates of the Report.

POLICY: The Annual Report process represents a valuable tool to monitor the Regional Transportation Plan and identify changing conditions that may require plan and program adjustments.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: On August 24, 2006, the Transportation Review Committee was briefed by MAG staff on the key findings and issues identified in the Draft 2006 Annual Report. The item was on the agenda for information and discussion.

MEMBERS ATTENDING

- | | |
|---|--------------------------------------|
| Maricopa County: Mike Ellegood, Chair | * Litchfield Park: Mike Cartsonis |
| ADOT: Bill Hayden for Dan Lance | # Mesa: Jim Huling |
| Avondale: David Fitzhugh | Paradise Valley: Robert M. Cicarelli |
| Buckeye: Thomas Chlebanowski for Scott Lowe | Peoria: David Moody |
| Chandler: Dan Cook for Patrice Kraus | Phoenix: Don Herp for Tom Callow |
| * El Mirage: B.J. Cornwall | * Queen Creek: Mark Young |
| Fountain Hills: Randy Harrel | RPTA: Bryan Jungwirth |
| * Gila Bend: Lynn Farmer | Scottsdale: Mary O'Connor |
| * Gilbert: Tami Ryall | Surprise: Randy Overmyer |
| Glendale: Robert Darr for Terry Johnson | Tempe: Carlos De Leon |
| * Goodyear: Cato Esquivel | * Wickenburg: Shane Dille |
| Guadalupe: Jim Ricker | * Valley Metro Rail: John Farry |

EX-OFFICIO MEMBERS ATTENDING

- | | |
|---|--|
| * Regional Bicycle Task Force: Randi Alcott | Pedestrian Working Group: Eric Iwersen |
| * Street Committee: Darryl Crossman | * ITS Committee: Alan Sanderson |

* Members neither present nor represented by proxy.

+ - Attended by Videoconference
- Attended by Audioconference

CONTACT PERSON:

Roger Herzog, MAG, (602) 254-6300